

**BURLINGTON
NORTHERN
INC.**

**TWIN CITIES
REGION**

**MINNESOTA, WISCONSIN, AND
DAKOTA DIVISIONS**

**Special
Instructions
No. 9**

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

Sunday, November 9, 1980

**Asst. Vice President
Transportation
T. C. WHITACRE**

**Asst. Vice President
Operations
W. A. HATTON**

**Superintendent
Minnesota Division
S. F. KUZMA**

**Superintendent
Dakota Division
C. K. KECK**

**Superintendent
Wisconsin Division
A. J. THOMPSON**

ALL SUBDIVISIONS

1. Speed Restrictions—

Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions

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Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB* 60 MPH.
 Freight trains over 100 Tons/OB* 50 MPH.

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains 40 MPH.
 Loaded unit coal trains 45 MPH.
 Empty unit coal trains 50 MPH.
 Engines running light or with caboose only 50 MPH.
 All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psgr. Trains	Freight Trains
Zero degrees to 10 below zero	65 MPH.	50 MPH.
11 degrees below zero and colder	60 MPH.	45 MPH.

Equipment

	Main Line	Branch Line
Loaded BN ownership C-2 covered hoppers (less than 2200 cubic capacity)	50 MPH.	
Ore cars	45 MPH.	20 MPH.
Scale test cars except WO 3, 4, 5	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow)	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed Diesel Units Dead in Tow—

Switcher units with friction bearings 35 MPH.
 Switcher units with roller bearings 50 MPH.
 Road switcher and other units 60 MPH.

1A. Control of Harmonic Rocking—

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour,

must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead 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.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine 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.

Diesel units NOT equipped with alignment control couplers:

All switcher units
 Road and road switcher diesel units: 256-259, 405, 406, 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 6070-6089
 FWD 700-701, 703
 C&S 150-842

3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989, 1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997
 FW&D 700-701, 703

Exception—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.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

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.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may

shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

- BN 513900-513999 (GN 70400-70499)
- BN 514100-514199 (NP 73600-73699)
- BN 514300-514499 (CBQ 160000-160199)
- BN 520000-520599 (NP 73000-73599)
- BN 520658-520699 (NP 74958-74999)
- BN 522000-522699
- BN 523000-523399
- BN 524000-525299 (CBQ 160200-161499)
- BN 530000-530004
- BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of 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.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97, SLSF 10.	198-201
B	SW-1 F-7 F-9 NW-5 GP-5 GP-7 GP-9 GP-18 ARS-11	102. 602-676, 702, 717, 720, 724, 725, 732-761. 847-853. 986-995. 1350-1365. 1553-1556, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1576, 1580, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623. FWD 700-701, FWD 703. 1723-1760, 1808-1830, 1884, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1990-1997. 4180-4197.	216-251
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9 ARS-3 F-7	98, 99, 101. 100. 106, 162-166, 170-250, 256-259. 75-79, 108-134, 137-142, SLSF 300-304. 146-161, 167-169, 260-269, SLSF 305-314. 375-449, 574-585. 405, 410-425, 488-499, 517-573, 586-595, SLSF 250-265, C&S 150-153. 766-845. 4056, 4064, 4068. 682, 684, 703-706, 708-716, 718, 722.	233-251

Group	Types	Unit Numbers	Weight (000)
D	NW-12 SW-7 NW-2 GP-7 GP-9 SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516, FWD 606. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1587, 1589, 1591, 1593, 1595, 1598-1602, 1604, 1605, 1607, 1608, 1611, 1613, 1615, 1617, 1618, 1620, 1622, 1626-1643. 1761-1807, 1886, 1890, 1959, 1965, 1970. C&S 154 4000-4004, SLSF 361-365.	233-275
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-40 A-415 A-424 A-425 U-25B U-28B U-30B F-7 B-30-7 GP-40-2	20-65, SLSF 315-360. 300-324 1375-1399, SLSF 100-124 1400-1438 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071 2072-2077, 2110-2138, SLSF 633-650, SLSF 652-662. 2078-2109, 2150-2154, 2255-2369, SLSF 400-478, SLSF 663-699. 2200-2254 2500-2545, 2550-2582, SLSF 700-732 3000-3039 4010, 4011 4240-4246 4252-4264 5400-5429, 5210-5233, SLSF 808-831. 5450-5465 5470-5484, 5770-5799, SLSF 832-862. 707, 726 5485-5492, SLSF 863-870. 3040-3064, SLSF 750-774.	255-276
F	SD-7	6048-6059	300
G	SD-7 SD-9	6023-6047, 6070-6089 6127-6206	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022 6100-6126 6240-6255 9900-9925	330-347
I	A-636 C-30-7 U-23C U-30C U-25C U-28C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	4360-4369 5000-5126, 5500-5599. 5200-5208 5300-5394, 5800-5944. 5600-5641 5650-5677 5700-5765 6300-6324, 6394-6399. 6325-6334, 6348-6385, 6700-8161, C&S 6850, C&S 6950, SLSF 950-957 6400-6599, 6650-6696, SLSF 900-948. 6600-6645 6260-6263.	370-421

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
- Scale test cars (next ahead of caboose) except WO-3, 4, 5
- Pile drivers
- Locomotive cranes
- Rotary snowplows, 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, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

Exception-- Trains consisting entirely of cars 80 foot and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. 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.

6. Hazardous Materials--

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation", in their possession and be familiar with its contents.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B.E. Pamphlet 20.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

Loaded placarded tank cars of the 112-A or 114-A types will not be handled in freight trains authorized at maximum speed of 60 MPH.

Trains handling loaded placarded tank cars of the 112-A or 114-A types must not exceed 50 MPH. Where maximum authorized speed is 40 MPH or less, such trains must not exceed 30 MPH observing all other speed restrictions.

112-A and 114-A tank cars will be identified on wheel reports and other computer generated documents by the letters (TR) in the first two positions of the car kind column.

When derailment or incident occurs in which hazardous materials may be involved:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. Notify train dispatcher (yardmaster in terminal areas) advising portion

of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.

- c. Inspection of trains or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- e. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- f. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

7. Train Inspection and Failed Equipment Detector Instructions--

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employes on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

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

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

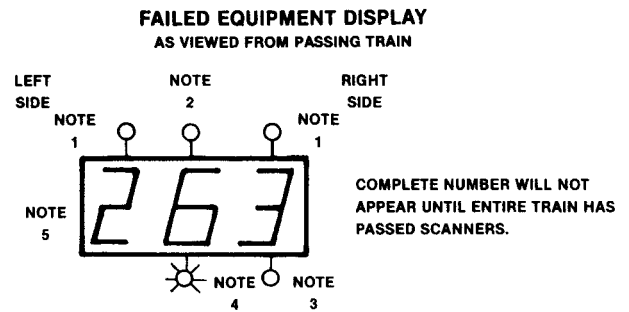
Failed Equipment Wayside Display--

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

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.



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.

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.

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 immediately after the rear of the train has passed, 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 failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivisions Special Instructions, convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
"... No Defects"	Proceed
"... Integrity Failure"	Stop train for inspection
"... First hot box right side XXX"	Stop train for inspection near indicated axle
"... First Dragging equipment near axle XXX"	Stop train for inspection near indicated axle
"... First hot wheel near axle XXX"	Stop train for inspection near indicated axle
"... (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

All detector status messages will be repeated in order of detection.

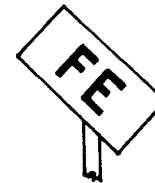
XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least (4) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

8. Storage of Cars Within Yard Limits Non-ABS Territory—

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 as required in Rule 93.

9. Spring Switches—

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

10. Commodities insulating track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

11. Rules Changes and Modifications—

BN Safety Rule 94—

BN Safety Rule 94 is cancelled and the following rule applies: 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 stopped.

BN Safety Rule 144—

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

144(A) Manual uncoupling of air hose on passenger equipment, between locomotives, yard air lines or when changing an air hose or air hose gasket must be performed as follows:

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

144(B) When air hoses are not manually uncoupled and separation is to be made, the following applies:

- a) Close angle cock on locomotive or on car toward locomotive when cut is made between cars.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part keeping all parts of body fully in the clear.

BN Safety Rule 217—

BN Safety Rule 217 has been modified to include a second paragraph which reads:

“When necessary to work under cars in trains where inadvertent movement of the car being worked on could occur, sufficient hand brakes must be applied adjacent to the car to prevent such movement.”

BN Safety Rule 653 and Maintenance of Way Rule 889—

BN Safety Rule 653 is cancelled and the following new BN Safety Rule 653 is in effect, also, the following is added to Maintenance of Way Rule 889:

Employees performing maintenance or repair work to vehicular crossings at grade or who are exposed to contact with vehicular traffic during work shift, must wear a high visibility vest during time so engaged in such work.

12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338 8-1-79, are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

13. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

MINNESOTA DIVISION
(Northtown - Dilworth)
FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone— Between	Passenger	Freight
Northtown and Interstate	60 MPH.	45 MPH.
Interstate and Dilworth	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
Loaded unit coal, ore, clay, chrome, potash and ballast trains		40 MPH.
All Trains—		
Through No. 20 turnouts at Coon Creek, east and west crossover switches and main line switch to NSP Spur track at Becker, at Gregory, Philbrook, 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.
East and west switches at:		
Little Falls		
Darling		
Randall		
Lincoln		
Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.
At Becker, from 1.6 miles beyond main line switch to leaving switch of loop track		12 MPH.
At Clear Lake, on siding		10 MPH.
Little Falls— On controlled siding between MP 107 and east switch of siding		20 MPH.

Between Little Falls and Philbrook—Due to harmonic rocking action of cars all trains which cannot maintain speed of 21 MPH when using CTC sidings at Little Falls, Darling, Randall, and Lincoln must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

At Detroit Lakes over Lake Street and Washington Avenue crossings		50 MPH.
Between Elk River and Princeton		10 MPH.
Head end speed restrictions for Westbound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
On Eastward track at signal 101.5 between Royalton and Gregory		45 MPH.
Signal 104.7 between Gregory and Little Falls	40 MPH.	30 MPH.
Signal 125.1 between Randall and Lincoln	55 MPH.	45 MPH.
Signal 132.5 between Lincoln and Philbrook	55 MPH.	45 MPH.
Signal 183.9 between Philbrook and Staples on north main track	50 MPH.	40 MPH.
Signal 209.5 between Frazee and Detroit Lakes	55 MPH.	45 MPH.
Signal 228.9 between Lake Park and Manitoba Jct	55 MPH.	45 MPH.
Signal 232.1 between Manitoba Jct. and Hawley	55 MPH.	45 MPH.
Head end speed restrictions for Eastbound freight trains:		
Signal 223.6 between Manitoba Jct. and Lake Park	55 MPH.	45 MPH.
Signal 148.6 between Aldrich and Staples	35 MPH.	26 MPH.
At Eastward Home Signal at MPH 140.17 on South Main at Staples	15 MPH.	10 MPH.
Signal 120.4 between Lincoln and Randall	55 MPH.	45 MPH.
Eastward Home signal at west end of siding at Little Falls	50 MPH.	40 MPH.
Signal 104.8 between Little Falls and Gregory	55 MPH.	45 MPH.
Eastward approach signal 41.2 at Elk River	55 MPH.	
Eastward approach signal 23.0 at Coon Creek	55 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Diesel units heavier than Group E not permitted on following tracks:

Anoka	Howard Lumber (LH T.O.)
Anoka	Anoka Electric (RH T.O.)
Anoka	Rum River Lumber (LH T.O.)
Royalton	South Spur
Royalton	Elevator Track
Little Falls	Track 3, 4 and 8
Little Falls	All Spur Tracks
Randall	House Track
Randall	Spur Track
Lincoln	House Track
Staples	TexGas Spur
Staples	Lampert Spur
Staples	House Track
Staples	North Team Track
Staples	South Team Track
Aldrich	House Track
Verndale	Tomlinson Spur
Verndale	House Track

Wadena	North Track
Wadena	House Track
Wadena	Oil Spur
New York Mills	North Elevator Track
New York Mills	South Elevator Track
Perham	House Track
Perham	Tuffy's
Perham	Land-O-Lakes Creamery
Frazee	Elevator Spur
Detroit Lakes	Oil Spur
Detroit Lakes	City Spur
Detroit Lakes	North Elevator Track
Detroit Lakes	North Track
Audubon	Elevator Track
Lake Park	Run-A-Round Track
Lake Park	Elevator Tracks

3. Train Register Exceptions—

Northtown—Through trains will register by ticket.
 Dilworth—Passenger trains register by ticket.

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

Staples—All trains will require clearance.
 Manitoba Jct., Glyndon and Wadena—Rule 83(B) does not apply.
 St. Cloud—All trains entering the First Subdivision will require clearance at St. Cloud.
 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.
 In CTC Territory—Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.
 Dilworth—Rule 83(B) does not apply to eastward passenger trains.

5. Rule 99— When flagging is required, distance will be 2.5 miles.

6. Sidings—

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 and potash trains will not use sidings except in CTC unless authorized by Superintendent.
 Staples—Trains containing 35 or more loads of coal can use only yard tracks 1 through 4.
 In CTC territory the following switches to spur track off siding are not equipped with electric locks and Rule 268(A) applies: Randall, Lincoln.

7. 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. 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.
 Track No. 7 will be used for run around track. Track No. 8 will be used for storage. 200 feet of east end and west end of track No. 8 will be kept clear of cars, so this portion of track No. 8 can be used by switch crew for switching.

9. 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. Richards Spur— Close clearance at loading chute on both spur tracks.

Trains or engines crossing over from eastward main track to westward main track must wait 10 minutes instead of 5 minutes as provided by Rule 513.

11. Manitoba Jct.—

If signal governing movement from Wisconsin Fourteenth Subdivision to Minnesota 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.

12. Glyndon— 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.

13. Becker— Remote controlled interlocking supervised and controlled by train dispatcher at Mpls.

East and west crossover switches and main line switch to NSP spur track are dual control switches.
 The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for facing point movements which indicates lunar when switch is properly lined for facing point movement and red when switch is not properly lined.
 The following signals are located to left of track which they govern:
 Moving eastward on westward track signal 59.8.
 Moving eastward on westward track home signal at Becker interlocking.
 Moving westward on eastward track signal 54.7.
 Moving westward on eastward track home signal at Becker interlocking.

14. Between Interstate and Northtown—

All trains observing cars on south runner track must sound whistle signal 15(L) approaching these cars.

15. Northtown— Road crossing located at the west end of receiving track No. 5 in the receiving yard is designated *Fire Lane* crossing. Inbound trains are not to block this crossing when yarding trains on receiving track No. 5.

16. Roll by inspection— Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION
 (Lyndale Jct. - Breckenridge)

SECOND SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	
Lyndale Jct. and Bridge 13.9	40 MPH.
Bridge 13.9 and Wayzata	50 MPH.
Loaded unit coal trains	40 MPH.
Loaded unit coal trains using tracks P-14, P-15 and P-16 at Lyndale Jct.	5 MPH.

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

- End of double track, Wayzata.
- East and west crossover switches at Wayzata.
- East switch of sidings at Wayzata, Darwin, Litchfield, and Benson.
- West switch of sidings at Wayzata and Campbell.
- East and west switches of sidings at Delano, Howard Lake, Cokato, Dassel, Atwater, Kerkhoven, Morris, Donnelly, and Norcross.
- End of two main tracks at MP 98 and MP 105.
- Crossover just west of stockyards at Wilmar and east crossover switch at Benson.
- East switch at Breckenridge.

Head end speed restrictions for Westbound freight trains:

At Westward control signal at MP 192.34 at east end of controlled siding at Tintah	55 MPH.
Signal 99.3 on north main track between Kandiyohi and Willmar	50 MPH.
Signal 99.5 on south main track between Kandiyohi and Willmar	50 MPH.
Signal 96.3 between Atwater and Kandiyohi	55 MPH.
Signal 96.3 between Atwater and Kandiyohi—Loaded coal trains	45 MPH.

Head end speed restrictions for Eastbound freight trains:

At Eastward control signal at MP 193.93 at west end of controlled siding at Tintah	55 MPH.
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2. Bridge, Engine and Heavy Car Restrictions—

- Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.
- Diesel units heavier than Group E not permitted on following tracks:
- Mpls. (Lyndale Jct. to Wayzata) ML 5 between Holden St. & Washington Ave.
- Mpls. (Lyndale Jct. to Wayzata) Hopkins Line
- Pennock Midland Coop Spur

3. Train Register Exceptions—

- Breckenridge—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.
- Westward Fourteenth Subdivision trains will require Soo Line clearance at Breckenridge and will not require a clearance at Aberdeen Line Jct.
- 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. Rule 99— When flagging is required, distances will be 2.5 miles.

6. 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.

7. Automatic Interlockings not Indicated at Station—

Soo Line crossing 2.17 miles west of Tintah.

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.
- Atwater—Jennie-O-Foods spur. Rule 268(A) applies.

11. Sidings—

Loaded unit coal trains and potash trains not permitted to use sidings at Cokato, Dassel, and Litchfield.

12. Lyndale Jct.— Eastward freight trains having cars to set out at this point will stop before passing eastward absolute signal to make setout.

13. The following crossings must be protected by flagman:

- Campbell—On house track over state aid road No. 11 just west of depot.
- Donnelly—On industry track over Fourth Street crossing.
- Waverly—Over Fourth Street crossing

14. Minneapolis Terminal Area—

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

15. Litchfield—

New Hays Deraill—Hand operated without switch stands placed in service on Land O'Lakes industry track 40 feet east of Swift Avenue crossing. Train crews must notify dispatcher when cars are spotted at extreme east door at Land O'Lakes, as cars spotted this location will foul house track. Train dispatcher must then protect with train order.

16. Maple Plain— Normal position of switch leading into spur No. 2 will be lined for spur No. 2.

17. Roll by inspection— Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION
(Willmar-Sioux City)
THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
Willmar and Sioux City	49 MPH.
Loaded unit C-6 hopper trains Willmar and Sioux City	30 MPH.
Between absolute signals of interlockings at Wren Tower	20 MPH.
Raymond—Through village	25 MPH.
Trains or engines through turnouts at following location	35 MPH.
Sioux City - West switch 26th Street Yard.	
Trains handling loaded tank cars of the 112A and 114A car type between Marshall - Hills - MP 79.5 to MP 142 and Sioux Center - Sioux City - MP 189 to MP 219	
	30 MPH.

Item 1A, All Subdivisions, applies between MP 0 and MP 34, between MP 120 and MP 142 and between MP 158 and MP 222.

2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:
Pipestone Rock Island Track and Former Milwaukee Tracks
Sioux City Rip Tracks 1, 2, 3
Sioux City Terminal Elevator Tracks 2, 3, 4
Sioux City FUGTA Tracks 7, 8, 9

3. Train Register Exceptions—
Garretson—Register only for trains originating and terminating.
Marshall—Trains will register when directed by train order to so do.

4. Clearance Provisions and Exceptions Rule 93(B)—
Third Subdivision trains must obtain a clearance at Garretson.

5. Rule 99— When flagging is required, distances will be 2 miles.

6. 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 Willmar and Raymond.
Westward trains between MP 121 and MP 122 between Garretson and Jasper.
Eastward trains, between MP 134 and MP 135 between Garretson and Hills.
Westward trains, between MP 208 and MP 209 between Wren Tower and Merrill.

7. Automatic Interlockings not Indicated at Station—
C&NW crossing 6.6 miles west of Hills.

8. 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.

9. Hanley Falls and Hinton— Derails located on west end of sidings.

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

Between Sioux City and Ferry, Eastbound—

Trains of greater than 4600 trailing tons must handle empty cars, 80 feet and longer, in the forward 4600 tons, when helper locomotives are used, except there will be no restrictions on the location of such cars when a single unit helper is employed, of 6 powered axles or less.

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

11. Roll by Inspection—

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION
(St. Cloud - Moorhead Jct.)
FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
St. Cloud and Moorhead Jct.	All Trains 40 MPH.
Loaded unit coal trains except N-38, ore, potash, ballast, clay and grain trains - not permitted	
Freeport - Sauk Centre - MP 108 to MP 108.65	
Melrose - West Union - MP 116.5 to MP 117.25	
Nelson - Garfield - MP 141.25 to MP 146.75	
Dalton - Fergus Falls - MP 182.0 to MP 185.5	
Lawndale - Barnesville - MP 217.75 to MP 218.65	
Trains handling loaded tank cars of the 112A and 114A car type .	30 MPH.
Barnesville - Downer - Handling loaded C-6 Hoppers and loaded tank cars	12 MPH.
Trains or engines through No. 20 turnouts at following locations:	
Barnesville Jct. switch	35 MPH.
Moorhead Jct. switch	35 MPH.
St. Cloud and Moorhead Jct. - on all sidings	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Diesel units heavier than Group E not permitted on following tracks:
Fergus Falls State Hospital Spur
Sauk Centre Old NP Track
Evansville Siding
Alexandria Gas Spur

3. Train Register Exceptions—
Barnesville—Register is for trains originating or terminating.

Fergus Falls—Train register located in phone booth at Junction Switch to 23rd Subdivision for train crews to register when instructed by train order to do so.

4. **Clearance Provisions and Exceptions Rule 83(B)**—
Moorhead Jct.—Rule 83 (B) does not apply.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **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 Avon.
Eastward trains between MP 12 and MP 11 between Baker and Sabin, and between MP 214 and MP 213 between Lawndale and Barnesville.
7. **Manual Interlockings with Dual Control Switches**—
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.
8. **Carlisle**—Freight trains using the siding must stop to clear the township road crossing located approximately ¼ mile west of the Carlisle depot. It will be permissible, if necessary, to block the road crossing immediately west of the depot, but in no case will both road crossings be blocked.
9. **Between Barnesville and Downer**—
Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.
10. **Between Fergus Falls and Alexandria**—
Roll by inspection of all freight trains must be made by train crews on both sides of train unless inspection is made by other employees or other train crews reducing train speed to afford good inspection.
11. **Roll by inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION

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

FIFTH AND NINTH SUBDIVISIONS

1. Speed Restrictions —	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Seventh Street and MP 2.5	40 MPH.	30 MPH.
MP 2.5 and east end Stone Arch Bridge	55 MPH.	30 MPH.
Over Stone Arch Bridge	10 MPH.	10 MPH.
Between Park Jct. and St. Anthony on Minnesota Transfer Connection over Kasota Ave. road crossing		11 MPH.
Loaded unit coal trains using tracks P-14, P-15 and P-16 at Lyndale Jct.....		5 MPH.
All Trains —		
Through No. 20 turnouts at 7th Street		30 MPH.
End of double track		
Dividing switch		
Turnouts to north and south main of Seventh Subdivision		

When trains are stopped on the descending grade, they must stay at the stop point until the train brake system is completely recharged.

Between 7th Street and Union yard—Between MP 1.38 and MP 7.04:

Do not exceed 10 MPH on running track.

All tracks between east end Stone Arch Bridge, 1st St. North, and C&NW crossing	10 MPH.
1st St. North and 35th Ave. via 14th Avenue North	30 MPH.
1st St. North and Lyndale Jct.	25 MPH.
1st St. North and Mpls. Jct.	25 MPH.
Mpls. Jct. Wye tracks	8 MPH.
Harrison Street and Van Buren Street N.E.	25 MPH.
Van Buren Street N.W. and University	30 MPH.
1st St. North and 35th Ave. via 14th Ave. North—Handling cars 315,000 pounds or heavier	10 MPH.
1st St. North and University via Mpls. Jct.—Handling cars 315,000 pounds or heavier	10 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

10 MPH.

Item 1A, All Subdivisions, applies on Fifth Subdivision between MP 2.5 and MP 14.8 and on entire Ninth Subdivision and on westward running track between Westminster St. and St. Anthony.

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

Northern States Power Co., Riverside Plant—Engines are not permitted on trestle bridges.

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Diesel units heavier than Group E not permitted on following tracks:

St. Paul—Jackson Street Yards	Track #6, Emmers Lumber
St. Paul—Jackson Street Yards	Paint Shop Track
St. Paul—8th Street Yard	Pratt's Express
St. Paul—8th Street Yard	Space Center Stub Track 1 and 2
St. Paul—Midway	Stub Tracks 1, 2, 3
Minneapolis	Alliance Steel

3. **Train Register Exceptions**—

Lyndale Jct.—All trains register by ticket.

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

7th Street, 1st St. North and University—Rule 83(B) does not apply.

35th Ave.—Rule 83(B) applies for eastward first class trains only.

Eastward first class trains operating via Fifth Subdivision will obtain clearance at Northtown.

At St. Anthony—Rule 83(B) does not apply.

At Midway Passenger Station—Rule 83(B) applies for westward passenger trains operating on the 5th Subdivision.

Westward through trains must secure BN clearance at Oakland.

Lyndale Jct.—Eastward coal trains operating beyond Dayton's Bluff, manned by LaCrosse crews, will secure Milwaukee clearance.

Eastward First Class trains will require a clearance to operate on the 5th Subdivision.

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.

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 switch tender at 1st St. North and the yardmaster at Union Yard if they have any high or wide loads that may restrict their movement, and be governed by Yardmaster's instructions.

6. Routing of Trains and Engines—

Switch tenders will route trains and engines at Mpls. Jct. and 1st St. North after authority is received from Yardmaster Union Yard.

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

7. Switch Tenders' 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, including C&NW, crossings, and crossover switches between eastward and westward main tracks located 400 feet west of Fifth Subdivision crossing at First Street North.

Switch Tenders' territory at Mpls. Jct. is as follows:

Crossover switches on west end of running tracks 1, 2, 3 and 4 located 500 feet east of Mpls. Jct. Crossover switches on running tracks 1, 2 and 3 pocket.

Crossover switches at east end of east leg of wye at Mpls. Jct.

1st St. switch tender will route all trains at First Street North except during the hours from 11:30 p.m. to 7:30 a.m., crews will line their own switches.

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. Mpls. Terminal Area—

City ordinance of Mpls. 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 westward main track engineers on moving engines will keep engine bell ringing passing Union yard.

11. Lyndale Jct. — Eastward freight trains on Second Subdivision, having cars to set out at this point, will stop before passing eastward absolute signal to make setout.

12. Eastward and westward main track switches at Harrison Street are to be left lined after use for through movement on the Ninth Subdivision from Lyndale Jct. to University.

13. Westminster St. Interlocking—

The interlocking limits of Westminster St. 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.

14. 14th Ave. North Interlocking—

The Soo Line Jct. crossing from eastward to westward main at 14th Avenue is 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.

15. At. St. Anthony—

Westward NRPC trains from Minnesota Transfer Railway entering Minnesota 5th Subdivision at the hand-throw switches located 300 feet west of the St. Anthony interlocking must have authority from the St. Anthony operator and Rule 513 will not apply when so authorized.

Before granting such authority, the St. Anthony operator must ascertain that there is no train or engine movement on either eastward or westward passenger main tracks (between St. Anthony interlocking and 15th Avenue interlocking limits), and if none, must place the eastward absolute interlocking signals at St. Anthony at "Stop" until the movement through the crossovers has been completed and hand-throw switches restored to normal position.

Crews on westward NRPC trains must contact the St. Anthony operator sufficiently to advance of arrival at the entrance to Minnesota 5th Subdivision to allow operator to set the absolute signals. If unable to contact the operator at St. Anthony interlocking, westward movement from Minnesota Transfer to Minnesota 5th Subdivision must be made per Rule 513.

16. The Ninth Subdivision between University and Lyndale Jct. is operated as a continuous yard. Train order authority is not required. All movements between Lyndale Jct. and Harrison Street will be protected by the Yardmaster at Union Yard.

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.

Movements between Harrison Street and University will be authorized by the yardmaster at Union yard.

On Fifth Subdivision the tracks between Union yard and Mpls. Jct. are operated as a continuous yard. Movements between Union yard and Mpls. Jct. will be authorized by the Union yard yardmaster.

The Fifth Subdivision between 7th Street and 35th Ave. is operated as a continuous yard. All movements on main tracks not authorized by timetable schedule between 7th Street and 35th Ave. via 1st St. North will be authorized by the Northtown dispatcher.

Between Westminster and St. Anthony all movements on running track will be authorized by the operators at Westminster Street and St. Anthony.

Between St. Anthony and Union yard all movements on running tracks will be authorized by the yardmaster at Union yard.

Between 7th Street and Midway—

First north track is westward main track.

Second north track is eastward main track.

Third north track is running track.

Between Midway and St. Anthony—

First north track is Koppers lead.

Second north track is westward main track.
 Third north track is eastward main track.
 Fourth north track is storage track.
 Fifth north track is 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 Mpls. Jct. and Union Yard—

Mpls. Jct.—
 First north track is track 1.
 Second north track is track 2.
 Third north track is track 3.
 Fourth north track is track 4.
 Fifth north track is switching lead.

Before occupying the main track, conductors of trains, yard engines or transfer movements, engineers or hostlers of light engines, and employees in charge of Maintenance of Way track cars, or on-track equipment must obtain main track permission in the following form:

"(Train, engine, transfer movement, or name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) between _____ and _____ (or at _____) _____ M 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.

When the above permission has been issued to employee in charge of M/W track car or on-track equipment the dispatcher must not authorize a train, engine or transfer movement into the same territory until the user of the M/W equipment has reported clear.

Train, engine, transfer movement, track car or M/W On-track Equipment must be clear of the track or work completed and 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.

Before doing any maintenance of way work which would require the use of impassable track flags (Rule 14) or to provide protection for on-track equipment which cannot be readily removed from the track to work, the above permission must be obtained. In addition employee in charge of the work or on-track equipment must place track shunts within the authorized area to indicate stop. Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track, after which shunts must be removed and train dispatcher advised. When this authority has been obtained and track shunt protection is used track flag protection per Rule 14 will not be required on the Fifth Subdivision. The above provisions for main track permission, use of track shunts in lieu of track flag protection (Rule 14), does not apply on the Ninth Subdivision.

Trains authorized by timetable schedule between Seventh Street and 35th Avenue via 1st Street North when moving against the current of traffic, will be handled by Form D-R train order: Main track permission must not be issued on track covered by D-R train order.

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 (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See items 3 and 4, All Subdivisions.)

18. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

Between 7th Street and Westminster Street—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,500 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 10,500 trailing tons.

19. Roll by inspection—

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION
 (Division Street - White Bear Lake)
SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Division Street and MP 3	10 MPH.
MP 3 to White Bear Lake	30 MPH.
White Bear Lake and Third Street cars over 315,000	10 MPH.
Gloster—Eastward trains over end of siding hand-throw switch	10 MPH.
Item 1A, All Subdivisions, applies between MP 3.0 and MP 10.7.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

Diesel units heavier than Group E not permitted on following track:

Claymont Havre Mfg. Co.

3. Train Register Exceptions—

Gloster and White Bear Lake—Trains will register only when directed to do so by train order.

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

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

5. Rule 99— When flagging is required, distance will be 2.5 miles.

6. 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 brake 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.

7. 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.

8. 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.

9. St. Paul Terminal Area—

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

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

10. Tracks between Division Street and Gloster are operated as a continuous yard.

11. 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.

12. 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 items 3 and 4, All Subdivisions.)

13. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

Between Division Street and Claymont—

When all locomotive power is operated at head end of train, trailing tonnage

must not exceed 5,500, except trains with head end power only consisting entirely of Grade E steel couplers, must not exceed 9,000 trailing tons.

14. Roll by Inspection—

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION

(Division Street - Northtown)

SEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Division Street to 7th Street	55 MPH.	30 MPH.
7th Street to MP 2		25 MPH.
MP 2 to MP 4		30 MPH.
MP 4 to University		45 MPH.
University to Northtown		35 MPH.
University to Northtown - MP 11.7 to MP 13.8		
Trains handling loaded tank cars of the 112A and 114A car type		30 MPH.
Loaded unit coal, ore, clay, chrome, potash and ballast trains between MP 4 and MP 11.7		30 MPH.
250-ton wrecking cranes or heavier over timber trestles on Bridge 6 and Bridge 11		10 MPH.
Trains and engines through No. 20 turnouts at the following locations		30 MPH.
Division Street—From north main to Q-1		
Mississippi Street—Both crossovers between north and south main.		
All Trains—		
Through No. 20 turnouts at		35 MPH.
End of double track at 35th Avenue.		
University—		
Crossover between eastward and westward main track.		
Crossover between eastward main track and main line No. 2 for movements via Ninth Subdivision.		
Head end speed restriction for westward freight trains:		Over 100 tons/OB
Signal 6.7 between Union and East Mpls.	40 MPH.	
Signal 9.1 between Union and East Mpls.	35 MPH.	
At Westward Home signal Park Jct. Interlocker	40 MPH.	
Head end speed restrictions for Eastbound freight trains:		
Signal 9.2 between Union and East Mpls.	40 MPH.	
Passing bridge mounted signal on north main track at MP 429.8—Division Street	25 MPH.	
2. Bridge, Engine and Heavy Car Restrictions—		
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:		
220,000 lbs. or less, minimum length 38 ft.		
263,000 lbs. or less, minimum length 44 ft.		
315,000 lbs. or less, minimum length 52 ft.		
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.		

Diesel units heavier than Group E not permitted on following tracks:

NP Como Shops (West End)	Store Room
NP Como Shops (West End)	House Track
NP Como Shops (West End)	Wheel Storage Tracks 1, 2, 3
NP Como Shops (West End)	Machine Shop
NP Como Shops (West End)	Steam Track
NP Como Shops (West End)	Power House Stub
NP Como Shops (West End)	Machine Shed Pits
NP Como Shops (West End)	Track #9
NP Como Shops (West End)	Jack Track
NP Como Shops (West End)	Jack Track Stub
NP Como Shops (West End)	Track 16
NP Como Shops (East End)	Long Tracks 1, 2
NP Como Shops (East End)	Rip Tracks
NP Como Shops (East End)	Blacksmith Shop
NP Como Shops (East End)	Truck Shop
NP Como Shops (East End)	Lumber Shed
NP Como Shops (East End)	Sash Shed
NP Como Shops (East End)	Sandblasting Shed

3. Train Register Exceptions—

Northtown—Through trains register by ticket.

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

Division Street, 7th Street, Trout Brook Jct., Soo Line Jct., East Mpls., 35th Avenue and University—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 Daytons Bluff.

Eastward trains originating at Northtown and destined beyond Daytons Bluff will require Milwaukee clearance at Northtown.

Eastward BN trains originating at Daytons Bluff must secure Milwaukee clearance at Oakland.

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 train order authority not required.

Before occupying the main track, conductors of trains, yard engines or transfer movements, engineers or hostlers of light engines, and employees in charge of Maintenance of Way track cars, or on-track equipment must obtain main track permission in the following form:

"(Train, engine, transfer movement, or name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) between _____ and _____ (or at _____) _____ M 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.

When the above permission has been issued to employee in charge of M/W track car or on-track equipment the dispatcher must not authorize a train, engine or transfer movement into the same territory until the user of the M/W equipment has reported clear.

Train, engine, transfer movement, track car or M/W On-track Equipment must be clear of the track or work completed and 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.

Before doing any maintenance of way work which would require the use of impassable track flags (Rule 14) or to provide protection for on-track equipment which cannot be readily removed from the track to work, the above permission must be obtained. In addition employee in charge of the work or on-track equipment must place track shunts within the authorized area to

indicate stop. Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track, after which shunts must be removed and train dispatcher advised. When this authority has been obtained and track shunt protection is used track flag protection per Rule 14 will not be required on this Subdivision.

6. Between Division Street and Northtown the tracks will be operated as a continuous yard.

Between Division Street and Mississippi Street interlocking limits controlled by operator at Westminster Street.

The two main tracks between Division Street and Mississippi Street are designated as the north main (east side line) and south main (west side line).

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."

Mpls. 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 St. Paul Union depot will be made in accordance with Rule 93 of the Consolidated Code of Operating Rules. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the St. Paul Union depot, must communicate with the operator at Westminster Street who will obtain authority from switch tender located at Sibley Street.

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

- Westward on south main track MP 0.0.
- Westward on south main track MP 1.3.
- Eastward on north main track MP 1.5.

12. Between Northtown and 35th Ave.—

All trains observing cars on south runner track must sound whistle signal 15(L) approaching these cars.

13. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

Between Division Street and Soo Line Jct.—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,500 except trains with head end power only consisting entirely of Grade E steel couplers, must not exceed 10,500 trailing tons.

14. Roll by Inspection—

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION
(East Mpls. - Stillwater)
EIGHTH SUBDIVISION

MINNESOTA DIVISION
TENTH, ELEVENTH, THIRTEENTH AND FIFTEENTH SUBDIVISIONS

- 1. Speed Restrictions —**
Zone — Between **Maximum Speeds Permitted**
East Mpls. and Stillwater 10 MPH.
White Bear Lake — All movements over state highway No. 61 ... 5 MPH.
Item 1A, All Subdivisions, applies between MP 0.1 and MP 12.7 between East Mpls. and M&D Jct.
- 2. Bridge, Engine and Heavy Car Restrictions —**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:
White Bear to Stillwater MP 0 to MP 12
Summit Spur Track
Stillwater Stillwater Mfg.
Stillwater Tracks 1, 2, 3
Stillwater Team Track
Stillwater House Tracks 1 and 2

Diesel units heavier than Group E not permitted between White Bear Lake and Stillwater.
- 3. Train Register Exceptions —**
White Bear Lake — For trains to and from Stillwater.
- 4. Clearance Provisions and Exceptions Rule 83(B) —**
M&D Jct., and East Mpls., Rule 83(B) does not apply.
- 5. Rule 99 —** When flagging is required, distance will be 1 mile.
- 6. Between East Mpls. and MP 4 tracks** are operated as a continuous yard.
- 7. 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.
- 8. 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 maintaining 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 number that he considers necessary.
- 9. Mpls. Terminal Area —**
City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.
- 10. Between Roseville and M&D Jct. —**
When approaching crossings at Lexington Avenue, MP 5.3; Victoria Street, MP 5.7 and Dale Street, MP 6.5 it must be known that signals or gates are activated before proceeding over crossings.

- 1. Speed Restrictions —**
Zone — Between **Maximum Speeds Permitted**
Lyndale Jct. and Monticello 25 MPH.
On Georgia Pacific spur between MP 10 and MP 11 between Robbinsdale and Osseo 5 MPH.
Morris and Browns Valley 25 MPH.
Wayzata and MP 60 between Wayzata and Hutchinson 10 MPH.
MP 60 and MP 68 between Lester Prairie and Hutchinson 25 MPH.
Between absolute signals of interlockings at 20 MPH.
 Sioux Falls
 Lennox and Davis
Garretson and Sioux Falls 30 MPH.
Sioux Falls and Yankton 25 MPH.
Sioux Falls — Within city limits 12 MPH.
Approaching 6th and 8th Street crossings at Sioux Falls 6 MPH.
Yankton — CMSTP&P crossing 10 MPH.
Item 1A, All Subdivisions, applies.
- 2. Bridge, Engine and Heavy Car Restrictions —**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
EXCEPT Sioux Falls to Yankton 220,000 lbs.

Diesel units heavier than Group D not permitted to operate on Eleventh, Thirteenth, and Fifteenth Subdivisions.
- 3. Train Register Exceptions —**
Garretson — Register only for trains originating and terminating.
- 4. Clearance Provisions and Exceptions Rule 83(B) —**
MW Jct. — Eastward C&NW trains will not require a clearance.
Wayzata — Rule 83(B) does not apply.
- 5. Rule 99 —** Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.
- 6. Automatic Interlockings not Indicated at Station —**
C&NW crossing 3.9 miles east of Sioux Falls.
- 7. Between Monticello and Northern States Power Co. Spur —**
Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.
- 8. Between Osseo and Monticello —**
Between MP 12 and MP 36, when approaching crossings protected by gates or signals, it must be known that signals are activated before proceeding over crossings.

On Barton lead track at Osseo —
Flag protection must be provided while switching over 89th Ave. Crossing.
- 9. Automatic Interlockings not Indicated at Station —**
Soo Line crossing 1.3 miles west of Robbinsdale.

10. Minneapolis Terminal Area —

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

11. Between Yankton Jct. and Yankton —

Burlington Northern Railway trains and engines are authorized to operate over the CMStP&P tracks between Yankton Jct. and Yankton and will be governed as follows:

- 1. The territory between MP 203.7 and MP 208.8 between Yankton Jct. and Yankton is designated as yard limits. Rule 93 applies.
- 2. Rule 83(B) does not apply at Yankton Jct. and Yankton.
- 3. Rule 97 does not apply between Yankton Jct. and Yankton.

12. Roll by Inspection —

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, Sioux City, and Dilworth, inspection to be made by mechanical forces.

MINNESOTA DIVISION
(Benson - Huron) (Madison - Sioux Falls)

TWELFTH AND SIXTEENTH SUBDIVISIONS

1. Speed Restrictions —

Zone — Between	Maximum Speeds Permitted
Between Benson and MP 93 Watertown	25 MPH.
MP 93 Watertown and Huron	10 MPH.
Sioux Falls and Madison	10 MPH.
Between absolute signals of interlockings	20 MPH.
At Appleton, Huron	
Watertown — Within city limits	6 MPH.
Sioux Falls — Within city limits	12 MPH.
Approaching Sixth and Eighth Street crossings	6 MPH.
Item 1A, All Subdivisions, applies on Twelfth Subdivision.	

2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Except Sioux Falls to Madison 220,000 lbs.
 Diesel units heavier than Group D not permitted on these Subdivisions.

3. Train Register Exceptions — None.

4. Clearance Provisions and Exceptions Rule 83(B) — Madison — Rule 83(B) does not apply.

5. Rule 99 — Unless otherwise provided, flagging is not required between Madison and West Side Jct. and Benson and Huron. When required to flag, distance will be 1 mile.

6. Roll by Inspection —

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION
(Aberdeen Line Jct. - Aberdeen)

FOURTEENTH SUBDIVISION

1. Speed Restrictions —

Zone — Between	Maximum Speeds Permitted
Geneseo Jct. and Geneseo	10 MPH.
Geneseo and Aberdeen	25 MPH.
Between absolute signals of interlockings at:	
Aberdeen	20 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Diesel units heavier than Group D not permitted on this Subdivision.

3. Train Register Exceptions — None.

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

Aberdeen Line Jct. — Rule 83(B) does not apply.
 Eastward Fourteenth Subdivision trains will require Soo Line clearance at Aberdeen.

5. Rule 99 — Unless otherwise provided, flagging is not necessary between Geneseo Jct. and Aberdeen. When flagging is required, distance will be 1.5 miles.

6. Roll by Inspection —

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION
(St. Cloud - Willmar)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions —

Zone — Between	Maximum Speeds Permitted
St. Cloud and Willmar	30 MPH.
Between absolute signals of interlockings at:	
Paynesville	20 MPH.
Roscoe — on industry track	5 MPH.
New London — on Pit tracks	5 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:

Richmond	Elevator Track
Roscoe	Industry Track
Paynesville	Industry Track

- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
- 5. Rule 99—When flagging is required, distance will be 1 mile.
- 6. **Between St. Cloud and Clearwater**—
Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.
- 7. **Richmond**—Do not go beyond first crossing on mill spur with engines account light rail.
- 8. **New London**—Engines not permitted on Pit tracks.
- 9. **Roll by Inspection**—
Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION
(Villard - Morris)
EIGHTEENTH SUBDIVISION

- 1. **Speed Restrictions**—
Zone—Between **Maximum Speeds Permitted**
Villard and Morris 10 MPH.
Glenwood—Over Soo Line Diamond 5 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units heavier than Group D not permitted on this Subdivision.
- 3. **Train Register Exceptions**—None.
- 4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
- 5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.
- 6. **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.
- 7. **Roll by Inspection**—
Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION
(Little Falls - Brainerd)

NINETEENTH SUBDIVISION

- 1. **Speed Restrictions**—
Zone—Between **Maximum Speeds Permitted**
Little Falls and MP 113 25 MPH.
Handling loaded C-6 hoppers 10 MPH.
Bridge 106—Little Falls 10 MPH.
MP 113 and Brainerd 10 MPH.
Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Between Little Falls and Brainerd—

250-ton wrecking derricks are not permitted.
Diesel units heavier than Group G not permitted on this Subdivision.
Diesel units heavier than Group E not permitted on following tracks:
Belle Prairie Storage Track
Camp Ripley Storage Track including the Wye
Fort Ripley Siding
Crow Wing Storage Track
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 be 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)**—
Little Falls—Rule 83(B) does not apply.
- 5. Rule 99—Unless otherwise provided, flagging is not necessary between Camp Ripley Jct. and Brainerd. When required to flag, distance will be 1 mile.
- 6. **Roll by Inspection**—
Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION
(Long Prairie - Park Rapids)

TWENTIETH SUBDIVISION

- 1. **Speed Restrictions**—
Zone—Between **Maximum Speeds Permitted**
Long Prairie and Park Rapids 25 MPH.

Handling loaded C-6 Hoppers or cars containing Hazardous Materials 12 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions –

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group C not permitted on this Subdivision.

3. Train Register Exceptions – None.

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

Wadena—Trains from the Twentieth Subdivision must obtain verbal authority from the dispatcher through the operator at Staples or Wadena before entering First Subdivision.

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Wadena –

Wadena—Trains performing switching must spot cars short of insulated joints to avoid unnecessary operation of crossing signals on Highway No. 10.

7. Browerville—On industry track close clearance at Land O'Lakes plant where trucks loading.

8. Roll by Inspection –

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

2. Bridge, Engine and Heavy Car Restrictions –

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

EXCEPT between Milnor—MP 117, and Oakes—MP 148 and between Fairview Junction and Great Bend cars in excess of 220,000 pounds not permitted.

Diesel units heavier than Group E not permitted on these Subdivisions.

Diesel units with triple axle trucks not permitted on Otter Tail Power Company trackage at Hoot Lake.

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.

3. Train Register Exceptions – None.

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

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Between Fairview Jct. and Great Bend—Train order authority not required, and Rule 93 applies.

7. Yard Limits –

Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.

8. Fergus Falls –

Coal loads from Hoot Lake yard must be pulled in from west end and not backed in from east end.

9. Roll by Inspection –

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION

(Battle Lake - Foxhome) (Breckenridge - Oakes)

**TWENTY-FIRST AND TWENTY-THIRD
 SUBDIVISIONS**

1. Speed Restrictions –

Zone – Between	Maximum Speeds Permitted
Battle Lake and Fergus Falls	25 MPH.
Fergus Falls and Foxhome	20 MPH.
Battle Lake and Foxhome—Due to harmonic rocking action of cars all trains which cannot maintain speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again maintain speed of 21 MPH.	
Battle Lake and Foxhome—Handling loaded C-6 hoppers and loaded tank cars	12 MPH.
Breckenridge and MP 117 Milnor	20 MPH.
MP 117 Milnor and MP 149 Oakes	10 MPH.
Fairview and Great Bend	10 MPH.
Over public crossings within corporate limits:	
Fergus Falls	10 MPH.
On Otter Tail Power Company trackage in Hoot Lake Yard .	5 MPH.
Item 1A, All Subdivisions, applies between Wahpeton and Milnor.	

MINNESOTA DIVISION
 (Ludden Jct. - Ellendale)

TWENTY-SECOND SUBDIVISION

1. Speed Restrictions –

Zone – Between	Maximum Speeds Permitted
Ludden Jct. and Ellendale	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions –

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

Ludden Jct. to Ellendale 177,000 lbs.

Diesel units heavier than Group C not permitted on this Subdivision, and units in Group B and C restricted to one unit only.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.
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 20 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 7:00 a.m. to 4:00 p.m., daily except Sunday and Monday.
 7. Diesel units weighing in excess of 55,000 pounds per axle not permitted on C&NW track, Oakes to Ludden Jct.

WISCONSIN DIVISION
(Coon Creek - Boylston)

FIRST SUBDIVISION

1. Speed Restrictions —	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Boylston and East End Bridge 14.2	40 MPH.	40 MPH.
East End Bridge 14.2 to MP 14.9	25 MPH.	25 MPH.
MP 14.9 and MP 24.5	55 MPH.	40 MPH.
MP 24.5 and Coon Creek	60 MPH.	50 MPH.
Boylston and Coon Creek—loaded unit ore and Taconite Trains		35 MPH.
All Trains —		
Through No. 20 turnouts at		35 MPH.
Boylston crossover		
Askov		
Hinckley		
Brook Park Jct. and siding		
Grasston		
Coon Creek Jct. and crossover		
Cambridge		
Bethel		
Between Boylston and Foxboro—over bridge 14.2 .		25 MPH.

2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
3. **Train Register Exceptions**—
All trains register by ticket at Coon Creek.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Boylston and Brook Park—Rule 83(B) does not apply.
5. Rule 99—When flagging is required, distance will be 2.5 miles.
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.
8. **Hinckley**—
Trains on First Subdivision between Coon Creek and Boylston and westward trains on Second Subdivision will be lined automatically at interlocking switch and be governed by signal indication.
Westward trains on First Subdivision going via Second Subdivision Hinckley to White Bear Lake will line switch by requesting operator Hinckley to line route, or by following instructions posted at the depot.
Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Superior via radio through the operator Hinckley before passing signal 70.4. In case of radio communications failure, movement may be made to absolute signal at junction switch where telephone must be used to obtain check of first class trains before entering First Subdivision.
9. **Brook Park**—
Trains may expect to find siding blocked at all times.

WISCONSIN DIVISION
(White Bear Lake - Hinckley)

SECOND SUBDIVISION

1. Speed Restrictions —	Maximum Speeds Permitted
Zone—Between	
Between White Bear Lake and Hinckley	50 MPH.
White Bear Lake—Through siding	12 MPH.
Through Pine City	25 MPH.
Through Rush City	30 MPH.
Loaded unit ore and taconite trains	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—None.

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

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

5. Rule 99— When flagging is required, distance will be 2.5 miles.

6. Hinckley—

Trains on First Subdivision between Coon Creek and Boylston and westward trains on Second Subdivision will be lined automatically at interlocking switch and be governed by signal indication.

Westward trains on First Subdivision going via Second Subdivision Hinckley to White Bear Lake will line switch by requesting operator Hinckley to line route, or by following instructions posted at the depot.

Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Superior via radio through the operator Hinckley before passing signal 70.4. In case of radio communications failure, movement may be made to absolute signal at junction switch where telephone must be used to obtain check of first class trains before entering First Subdivision.

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

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

Diesel units heavier than Group D are not permitted on this Subdivision.

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 Bemidji—All trains secure clearance.

5. Rule 99— Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.

6. 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.

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

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

9. Pine River— Leave the second crossing west of depot open account fire station located on west side of village.

WISCONSIN DIVISION

(Brainerd - International Falls)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brainerd—International Falls	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 must be preceded and followed by a car weighing less than 177,000 lbs.	10 MPH.
Walker—Over Bridge 59.1	12 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	22 MPH.
Other public crossings	12 MPH.
Over diamond of interlocking plant	20 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

WISCONSIN DIVISION

(Carlton - Staples)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Carlton and Staples	49 MPH.
Deerwood and Ironton	25 MPH.
Loaded unit coal trains	40 MPH.
Through No. 20 turnout at Carlton Jct.	25 MPH.
Brainerd—Over public crossings	10 MPH.
Aitkin—Over Highway 169 crossing with engine or leading car—eastward trains	40 MPH.
At McGregor, over diamond	30 MPH.
Over Bridge 119 at Brainerd:	
250-ton wrecking cranes	12 MPH.
Cars under 40 feet long and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more	22 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 12 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 12 MPH.

Item 1A, All Subdivisions, applies at Brainerd between east switch of north siding and Third Subdivision connection at Eighth Street.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Spring Switches—

Deerwood, at juncton 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).

7. Sidings:

Loaded unit coal and chrome trains not permitted to use any sidings except Corona.

8. 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.

9. At McGregor Interlocking—Trains will call for route as follows:

For BN and Soo Line main tracks:	—
From BN and Soo Line to west wye:	—0
Between Interchange Track and west wye:	0000
To siding:	00—

10. At Aitkin—

Track located north of main track is designated yard track.

Woodland Container Company and Land O'Lakes Processing Plant are using wheel stops and blue flags to protect cars loading at their dock.

Locomotives with 6 wheel trucks not permitted on Burns Box Factory spur, and Hole track.

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

12. 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.

13. At Ironton—All train movements beyond Ironton must be made with maximum of two units. Locomotives with 3 axle trucks must not be used beyond Ironton.

14. 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.

15. Track between Carlton and Wrenshall is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

16. Track between Deerwood and Ironton is considered industrial track. Rule 105 of the Consolidated Code of Operating rules applies.

17. Brainerd—Derails installed and blue flags will be placed on following tracks, when cars spotted at Potlatch Corp. plant (Northwest Paper Co., Inc.):

- Loading dock tracks 1, 3, and 4.
- Pulp tracks 1 and 2.
- North coating tracks 1 and 2.

At Kline Spur empties must be shoved to end of track for loading.

WISCONSIN DIVISION
(Duluth - Cass Lake)

FIFTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Passenger	Freight
Zone—Between		
Between Duluth and MP 5.3	30 MPH.	12 MPH.
Over St. Louis Bay bridges	15 MPH.	10 MPH.
Superior—Between Central Avenue and main line switch to LST&T at 16th Avenue, Belknap yard . . .	40 MPH.	40 MPH.
Central Avenue and Boylston	50 MPH.	50 MPH.
Boylston and Mirbat		40 MPH.
Gunn and Cass Lake		49 MPH.
Through No 20 turnout at Carlton Jct.		25 MPH.
Between Cass Lake and Superior—Loaded unit coal and potash trains and loaded unit taconite and ore trains handling 99000 to 99699 series cars		35 MPH.
Other unit taconite and ore trains		30 MPH.
Between Gunn and Superior handling pulpwood . . .		30 MPH.

Between absolute signals of interlocking at:	
Bridge 29 on eastward track	22 MPH.
Through car oiler Superior	5 MPH.
Through Gantlet at Bridge 29	12 MPH.
Cass Lake—On all tracks over footwalk crossing located west of main line switch to roundhouse	10 MPH.
Trains or engines through No. 20 turnouts at following locations	35 MPH.
Saunders	Crossover
Boylston	Crossover
Brookston	End double track
Paupores	
Floodwood	
Island	
Philbin	
Swan River	
Trains or engines through No. 15 turnouts at following locations	25 MPH.
Boylston Jct.	
Central Avenue crossover	
Saunders Jct.	
Through Grand Rapids	12 MPH.
Through Deer River	12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—

At Saunders—All trains register by ticket.
Grand Rapids—Only trains that originate and terminate will register.

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

Duluth, 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. Rule 99— When flagging is required, distance will be 2.5 miles.

6. Spring Switches Without Facing Point Lock—

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.

7. 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).

8. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks:

Mirbat, Wawina, and Webster Spur, Rule 268(A) applies.

9. Sidings—

Loaded unit coal and Potash trains not permitted on sidings at Bena, Ball Club and Brookston.

10. Automatic Interlocking not Indicated at Station—

Superior—73rd Street, Soo Line 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.
 Train and engine movements over Minnesota and Wisconsin drawbridges will be governed by signal indications and instructions from bridge tenders.
 Bridge 29—Four miles west of State Line.

11. 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 10.3 and MP 13.3

12. Restricted Clearances—

Superior—Bents under Fifteenth Street viaduct will not clear man on side of car or engine.

13. Duluth and Superior—

Yardmaster Duluth will notify Central Avenue Tower of all outbound movements originating Duluth yard.
 Yardmaster Superior will notify Central Avenue Tower of all outbound 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.

14. Duluth— Normal position of crossover switches at Garfield Avenue must be lined and locked for through movement on eastward and westward main tracks.

15. Superior— Normal position of main line switch at 16th Avenue 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.
 At Ortran coal unloading shed, a green and red light has been installed at the dumper. If a red signal is displayed, train must not enter the thaw shed.
 When green signal displayed, train should be spotted at dumper.

16. Central Avenue—

When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings.

17. Between Central Avenue and Belknap Yard eastward Ortran coal trains will use new auxiliary track, then coal connection to Winter Street. Switches will be left lined and locked for this route.

Main track will be used by all other movements in both directions between Belknap Yard and Central Avenue and switches will be left lined and locked for this route.
 Movements over these tracks controlled by yardmaster 17th Street through towerman Central Ave.

18. 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.

19. BN transfers going to Birch Street yard will use C&NW track from bridge switch to switch in C&NW main track leading to new connection to Birch Street yard. Authority to use C&NW track will be given by clear signal at Minnesota Draw.

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

20. Cass Lake— Whistle signal must be sounded as prescribed by Rule by all trains over footwalk east 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.

21. 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.

22. Dragging Equipment Detector Indicator—

Westward trains, on signal 28.1 approximately 1 mile east of Bridge 29.

23. Failed Equipment Detector Locations—

MP 60—Two miles west of Brookston.

MP 80—Four miles west of Floodwood.

MP 105—Two miles east of Gunn.

MP 34.5—2,000 feet east of Carlton.

24. 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.

25. At Gunn before using crossover, obtain permission from train dispatcher.

26. 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.

27. 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.

Gates installed on spur jsut south of highway No. 6 crossing manually operated by MP&L Security Department at gate house. Crews using spur may contact operator at Grand Rapids or dispatcher at Superior to ascertain if gates are open. If communication unavailable contact gate house personally.

28. Seyton— Normal position of east switch to Tioga spur, will be lined for Tioga spur.

New Lumbermans' spur located 1400 feet west on Blandex spur protected by gate and secured by switch lock. After switching this track, gate must be closed and locked.

Train crews will use key controllers to activate Griswold signals at county highway No. 63 on Blandex spur.

Key controllers are located on signal case and on crossing signal.

WISCONSIN DIVISION
(Brook Park - St. Cloud)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brook Park and St. Cloud	30 MPH.
Between absolute signals of interlockings at St. Cloud	20 MPH.
Milaca—Over public crossings	15 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.	
263,000 lbs. or less, minimum length 44 ft.	
EXCEPT cars over 52 feet long between Milaca and Brook Park	315,000 lbs.

3. Train Register Exceptions—None.

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

Brook Park—Rule 83(B) does not apply.

5. Rule 99— Unless otherwise instructed, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Brook Park— Trains may expect to find siding blocked at all times.

WISCONSIN DIVISION
(Ashland - Central Avenue Tower)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Ashland and Central Avenue	25 MPH.
Exceptions—	
Over bridge 5 just west Ashland Jct.	22 MPH.
Over bridge 37 about 1 mile west Brule	10 MPH.
Over bridge 49 about 1 mile west Poplar	22 MPH.
Trains handling loaded ore cars	22 MPH.
At Iron River on Soo Line No. 1 track	5 MPH.
All trains and engines, Seventh Avenue west to 22nd Avenue west, between MP 0 and 2, Ashland	10 MPH.
Soo Line crossing	20 MPH.
Cars less than 40 feet long weighing between 177,000 pounds and 220,000 pounds when coupled in groups of two or more over Bridges 0, 5, 37, 48, 49 and 50	10 MPH.
Item 1A, All Subdivisions, applies over bridge 5 just west of Ashland Jct., over bridge 49 one mile west of Poplar and over Soo Line crossing at MP 66.7.	

2. **Bridge, Engine and Heavy Car Restrictions –**
Between Allouez and Ashland –
250-ton wrecking derricks are not permitted.
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
Cars over 52 feet long between Central Avenue and Iron River . . . 315,000 lbs.
3. **Train Register Exceptions –** At Central Ave. trains register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B) –** None.
5. Rule 99 – Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.
6. **At Ashland –** Normal position of main track switch just east of Seventh Ave., leading to the Soo Line, is for the Soo Line connection.
At Ellis Ave., all trains must stop in advance of crossing, and will proceed only after crossing is protected by a member of the crew.
7. **At East End –** Normal position of switch at end of double track is for westward trains.
8. **At Soo Line Crossing, Interlocking is remotely controlled by Soo Line Operator at Stinson Yard.**
When necessary to get signal for route, call control operator from telephone near crossing. If unable to communicate with control operator in a reasonable time, movement over crossing may be made in accordance with Rule 606(c).
9. **Between Central Ave. and Soo Line Crossing –** On school days between 8:15 a.m. and 9:00 a.m. between 11:25 a.m. and 1:00 p.m. and between 3:25 p.m. and 4:00 p.m. all trains will stop and flag over grade crossing at John Ave. and 60th St. and the pedestrian crossing about 100 feet West of grade crossing.

WISCONSIN DIVISION
(Garfield Avenue – LST&T Jct.)
EIGHTH SUBDIVISION

1. **Speed Restrictions –**
Zone – Between **Maximum Speeds Permitted**
West Duluth Jct. and LST&T Jct. 12 MPH.
Garfield Avenue and West Duluth Jct. 39 MPH.
Over 21st Avenue west crossing 12 MPH.
Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions –**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
Between New Duluth-West Duluth Jct., 315,000 lbs. Not Permitted

3. **Train Register Exceptions –** None.
4. **Clearance Provisions and Exceptions Rule 83(B) –** None.
5. Rule 99 – When flagging is required, distance will be 1 mile.
6. **Between West Duluth Jct. and Zenith Furnace –** Normal position of switches at 63rd Ave. West (Zenith Furnace DM&IR Crossing) is for through movement of DM&IR trains to and from DT running track and Fond du Lac branch.
7. Track on this subdivision operated as one continuous yard.
8. **West Duluth Jct. –**
Spring switch not equipped with facing point lock.
Switch at end of double track is dual control. Normal position is for the eastward track.
To secure a Restricting indication Rule 501I 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 circuit, the west end of which is located just west of the switch leading to the Western Brass Company near 61st Avenue west.

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 Kelly Lake and Emmert – Eastward trains with over 100 tons O.B. between MP 117.2 and MP 116.4 between signal 117.2 and Emmert 25 MPH.
Between Absolute Signals of Interlocking at:
Emmert 20 MPH.
All trains over junction switches Gunn 22 MPH.
Loaded unit ore and taconite trains handling 99000 to 99699 series cars 35 MPH.
Other loaded unit ore and taconite trains 30 MPH.
Through No. 20 turnouts of sidings at Fermoy, Baden and Omega Taconite Jct. – Westward trains approach absolute signal at BN-MP 21.5 30 MPH.
On Hibbing Taconite Mine spur:
Loaded taconite trains, between Mahoning yard switch and Hibbing Taconite Jct. switch 12 MPH.
Eastward trains approach signal 50.2 at BN-MP 22.2 30 MPH.
This does not modify requirement of complying with signal indication.
Through Hibbing 12 MPH.
At Kelly Lake –
Eastward passing signals 0.2 and 0.26 10 MPH.
Westward passing signal 107.5 10 MPH.

2. **Bridge, Engine and Heavy Car Restrictions –**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
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. Rule 99 – When flagging is required, distance will be 2.5 miles.
6. **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.
7. **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 Tenth Subdivision.
8. **Kelley Lake – End of double track.**
Normal position is for eastward track. Westward train and engine movements must receive permission from train dispatcher before operating this switch.
9. **Semi-Automatic Interlockings –**
Emmert – DM&IR crossing.
Normal position of spring switch at west end of connection with DM&IR Ry. is lined for DM&IR. Normal position of spring switch at south end of connection with DM&IR Ry. is lined for BN track to Hibbing, 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.
Hill annex spur, 0.6 miles east of Calumet.
Complete instructions for operation of electric lock and gates at semi-automatic interlocking are located at release boxes.
10. **Virginia – Ninth Avenue west and Sixth Avenue west crossings:**
Trains and engines must stop before passing over crossing and a member of crew on ground at the crossing will protect movement.
11. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks. Rule 268(A) applies.
Arlberg, Casco, Old Onega.
12. Between Calumet and Oil Spur, located 3.3 miles west of Taconite Jct., 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.

13. 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.
14. At the Taconite loading facilities at Butler, Hibbing 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 permission 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.
15. **At Hibbing Taconite Plant –**
Necessary to cut caboose off train prior to completion of loading as caboose will not clear loading chutes. Caboose may be re-coupled when loading is completed and chutes are clear of train.
16. 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.
17. 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 person on the track of immediate danger.
18. Following from DM&IR RY.:
Train orders are not required for movement on the Wilpen Branch between Wilpen and Chisholm. Trains will operate under provisions of Rule 93. Crews will contact Mesabi Control 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 Chishom 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.
19. **Crossovers on Double Track –**
Facing Point – Hull Crusher, Hibbing
Trailing Point – Stevenson, Agnew, Hull Rust, Scranton, North Mitchell, Kerr, Hibbing.

WISCONSIN DIVISION

(Warroad - Tilden Jct.) (Grand Forks Jct. - Noyes)

ELEVENTH AND TWELFTH SUBDIVISIONS

1. **Speed Restrictions –**
Zone – Between **Maximum Speeds Permitted**
Tilden Jct. and MP 58 30 MPH.
MP 58 and Warroad 15 MPH.
Grand Forks Jct. and MP 81.5 one mile east of Humboldt 30 MPH.
MP 81.5 one mile east of Humboldt and Noyes 25 MPH.

Wye track at Thief River Falls	5 MPH.
Through Hallock	22 MPH.
Through Stephen	12 MPH.
Through Warren	30 MPH.

Item 1A, All Subdivisions, applies on Eleventh Subdivision between Tilden Jct. and MP 58 and on Twelfth Subdivision.

2. Bridge, Engine and Heavy Car Restrictions –

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted.

Between Greenbush and Warroad trains restricted to one unit.

3. Train Register Exceptions –

Tilden Jct. – Trains will register only when directed by train order to do so.

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

Tilden Jct. and Grand Forks Jct. – Rule 83(B) does not apply.

5. On Eleventh Subdivision, Rule 99, when flagging is required, distance will be 1.5 miles. On Twelfth Subdivision, Rule 99, when flagging is required, distance will be 2.5 miles.

Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Eleventh Subdivision.

6. Noyes – Burlington Northern trains moving between Noyes, Minnesota, and Emerson, Manitoba, Canada over the Canadian National's Ridgeville and Letellier subdivisions are within yard limits and will operate under the Canadian National's "Uniform Code of Operating Rules". Rule No. 93 reading as follows: "Within yard limits the main track may be used clearing the time of first and second class trains at the next station where time is shown". Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within yard limits at Restricted speed unless the main track is known to be clear.

Definition of: RESTRICTED SPEED – A speed that will permit stopping within one-half the range of vision.

Where ABS Rules, interlocking rules or signal indications require movement at restricted speed, such movement must be made at a speed that will permit stopping within one-half the range of vision, also prepare to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceed SLOW SPEED.

Definition of: SLOW SPEED – A speed not exceeding fifteen miles per hour.

Copies of Canadian National Timetable will be retained at Noyes Depot.

Crews from BN Yard to CP yard Emerson may deliver to Emerson Yard before office staff is on duty.

7. Thief River Falls – Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.

WISCONSIN DIVISION
(Allouez - Saunders)

THIRTEENTH SUBDIVISION

1. Speed Restrictions –

Zone – Between	Maximum Speeds Permitted
Allouez and Saunders	12 MPH.
Thru car oiler Allouez	4 MPH.

2. Bridge, Engine and Heavy Car Restrictions –

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions –

All trains register by ticket at Saunders.

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

At Allouez Rule 83(B) does not apply.

At Saunders Rule 83(B) does not apply to eastward trains.

5. Rule 99 – When flagging is required, distance will be 1 mile.

6. At both the old and new taconite unloading sheds at Allouez, commonly known as the Index Plant, a red and yellow light has been installed on both ends of this building. If all the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the building.

7. Road and switch crews using oiler must notify Saunders Tower before moving through oiler.

8. Eastbound trains arriving Allouez yard, destined for the new loop: Must arrive on the westbound main (against the current of traffic).

Switch located on westward track at entrance to new loop track, normal position will be lined for new loop track.

Eastbound trains arriving Allouez yard, destined for the old loop:

Will arrive on the eastbound main, unless otherwise directed by operator at Saunders Tower.

When arriving on the eastbound main, cross over to the westbound main, directly opposite the switch leading to the new loop.

If directed to arrive on the westbound main, switch for the old loop is located 500 feet east of coal pocket switch.

9. At Allouez –

Road crews handling loaded taconite trains (new cars 99000 series) into the new car dump for unloading, will do the following:

1. Engineer will release brakes.
2. Brakeman will set sufficient hand brakes on head end.
3. Brakeman will turn angle cock on the head car.
4. Take all units to the tie up track.

When shoving or pulling out of the new loop track onto main tracks activating crossing gates County Road "A", a member of crew must key the gates if movement over crossing is not completed.

WISCONSIN DIVISION
(Manitoba Jct. - Redland Jct.)

FOURTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Manitoba Jct. and Redland Jct.	25 MPH.

Over bridge 44

Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long weighing between 220,000 and 263,000 lbs.	22 MPH.
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Diesel units heavier than Group E restricted to 10 MPH over bridges 26, 27 and 44 and 15 MPH over bridge 55.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted.

3. Train Register Exceptions—

Fourteenth Subdivision trains will register at Manitoba Jct., when directed by train order.

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

At Manitoba Jct. and Redland Jct. Rule 83(B) does not apply.

Eastward Fourteenth Subdivision trains must obtain train order authority on Minnesota First Subdivision before leaving Crookston.

5. Rule 99— When flagging is required, distance will be 1.5 miles.

WISCONSIN DIVISION

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

FIFTEENTH AND SIXTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Moorhead and MN Jct.	25 MPH.
Glyndon and Crookston Jct.	25 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on Sixteenth Subdivision.

3. Train Register Exceptions—None.

4. 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 before leaving Crookston.

Glyndon, Moorhead, M.N. Jct. and Crookston Jct.—Rule 83(B) does not apply.

5. On Fifteenth Subdivision, Rule 99, when necessary to flag, distance will be 2.5 miles. On Sixteenth Subdivision, Rule 99, when necessary to flag, distances will be 1.5 miles.

6. 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

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Calspur Jct. and N.P. Jct.	25 MPH.
Grafton, over public crossings	12 MPH.
Over bridge 188.1 between McArthur and Pembina	10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted.

3. Train Register Exceptions—

Seventeenth Subdivision trains will register at Grafton when directed by train order.

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

At Calspur Jct. and N.P. Jct. Rule 83(B) does not apply.

5. Rule 99— When flagging is required, distance will be 1.5 miles.

6. Railroad Crossings not Indicated at Station—

Between Voss and Grafton—Eighteenth Subdivision crossing.

7. Track between Calspur Jct. and Key West is considered industrial track, Rule 105 of the Consolidated Code of Operating Rules applies.

8. At Grafton—

Account curvature of turnout and track on N.P. Industrial Spur located at MP 146, cars 50 feet or longer, must be handled individually and at speed not exceeding 3 MPH.

WISCONSIN DIVISION

(PA Tower - Neche) (Grafton - Walhalla) (Hannah Jct. - Hannah)

EIGHTEENTH, NINETEENTH AND TWENTY-FIRST SUBDIVISIONS

1. Speed Restrictions—

Zone— Between	Maximum Speeds Permitted
Hannah Jct. and Hannah	25 MPH.
Trains handling loaded covered hoppers or any loaded tank car between MP 4 and MP 76 between Hannah Jct. and Wales	10 MPH.
PA Tower and Calspur Jct.	12 MPH.
Calspur and Neche	25 MPH.
Grafton and Walhalla	25 MPH.
Between absolute signals of interlocking at PA Tower	20 MPH.
At Walhalla, over Highway No. 32	10 MPH.
Grafton, over public crossings	12 MPH.
At Conway— Through interlocking limits at MP 23	20 MPH.
Twenty-First Subdivision— Kerry Pit tracks	5 MPH.

Item 1A, All Subdivisions, applies.

2. 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, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted on these subdivisions.

3. Train Register Exceptions—

Eighteenth and Nineteenth Subdivisions, trains will register at Grafton only when directed by train order.

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

At Grafton and Hannah Jct. Rule 83(B) does not apply.

5. Rule 99— When flagging is required, distance will be 1.5 miles.

6. Automatic Interlocking Not Indicated at Station—

Inkster 6.6 miles west Soo Line Crossing

7. Railroad Crossing not Indicated at Station—

Between Minto and Grafton Seventeenth Subdivision crossing

8. 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

(Cass Lake - Hannah Jct.)

TWENTIETH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone— Between	Passenger	Freight
Cass Lake and Grand Forks		49 MPH.
Except—All trains from MP 30 to MP 60 between Mentor and Bagley		12 MPH.
Grand Forks and PA Tower	50 MPH.	49 MPH.
PA Tower and Hannah Jct.	79 MPH.	50 MPH.
Loaded unit coal and Potash trains between Grand Forks and Cass Lake		40 MPH.
Cass Lake— On all tracks over footwalk crossing located west of main line switch to roundhouse		10 MPH.
Grand Forks— When operating through turn outs, and over yard tracks No. 1 and No. 2		5 MPH.
When operating over turnout, over any track other than main track and while kicking cars		10 MPH.
PA Tower through turnouts of junction switch		25 MPH.
PA Tower over connecting track between D.L. switch and F.O. switch	10 MPH.	10 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.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Crookston— All trains register by ticket.

Tilden Jct.— Trains register when directed by train order.

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)—

Tilden Jct., Redland Jct. and Hannah Jct.— Rule 83(B) does not apply.

PA Tower— Rule 83(B) does not apply to first class trains.

5. Rule 99— When flagging is required, distance will be 2.5 miles

6. Spring Switches—

A lunar light displayed in 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. Sidings—

Loaded unit coal and Potash trains not permitted on any siding.

8. Cass Lake— Whistle signal must be sounded as prescribed by Rule by all trains over footwalk east 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.

- 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.

Locomotives not allowed on inside of shed on tracks 1 and 2 at NDSM for east 300 feet.

Locomotives cannot go in shed of track 3 at NDSM unless permission is received from NDSM.

Except for Amtrak trains, all trains and engines must not occupy the main track without permission of the yardmaster, except in block signal territory. All trains and engines will use westward and eastward running tracks in assigned direction unless permission is received from the yardmaster.

- 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.

- 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

- Between Arvilla and Hannah Jct.— All freight trains will make roll-by inspection of both sides of train.

DAKOTA DIVISION
 (Dilworth - Bismarck)

FIRST SUBDIVISION

1. Speed Restrictions —	Maximum Speeds Permitted
Zone — Between	
Against the current of traffic on double track	49 MPH.
Loaded unit coal, chrome, talc, potash and clay trains	30 MPH.
All Trains —	
Moorhead — All trains and yard engines stopping on main track between Fourth Street and Fourteenth Street crossing will not exceed 10 MPH from point where stop is made until engine passes either Fourth Street or Fourteenth Street to permit proper operation of crossing signal and gates.	
Between Casselton and Surrey Line Jct.; through No. 20 turnouts located 1575 feet west of MP 28 and 335 feet west of MP 31	35 MPH.
Valley City freight lead	20 MPH.
Jamestown — Over spring switch on westward track at west end of yard	30 MPH.
Soo Line crossing MP 192.4	35 MPH.
Bismarck — Over street crossings, 3rd to 26th Streets, including engine or leading end of all trains	35 MPH.

Through No. 20 turnouts at following locations	35 MPH.	
West Fargo connection — MP 12.8		
West Fargo crossover — MP 13.0		
Peak — East siding switch		
Eckelson — West siding switch		
Bloom — End of double track		
Eldridge — End of double track		
Windsor — East and west siding switches		
Medina — East and west siding switches		
Steele — East and west siding switches		

Head end speed restrictions for west bound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Signal 11 between Fargo and West Fargo	None	45 MPH.
Signal 16 between Fife and Mapleton	None	45 MPH.
Signal 26.5 between Mapleton and Casselton ...	50 MPH.	45 MPH.
Signal 93.3 between Spiritwood and Bloom	50 MPH.	45 MPH.
Signal 190.7 between Pierce and Bismarck	50 MPH.	50 MPH.

Head end speed restrictions for eastbound freight trains:

Signal 14.6 between Fife and West Fargo	None	45 MPH.
Signal 17.6 between Mapleton and Fife	None	45 MPH.
Eastward Home Signal on Eastward track at MP 28.06 between Surrey Line Jct. and Casselton ..	None	45 MPH.
Signal 96.2 between Jamestown and Bloom	50 MPH.	50 MPH.
Signal 98.4 between Eldridge and Jamestown ..	50 MPH.	50 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies on both tracks between MP 0 and MP 16, between MP 93 and MP 96 and between MP 97 and MP 99.

2. Bridge, Engine and Heavy Car Restrictions —

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.

Engines weighing in excess of Group F must not use Valley City freight lead.

Engines weighing in excess of Group E must not use yard tracks 7 through 18 at Jamestown.

Spiritwood — At Ladish Malt Plant, engines not permitted on scale or inside building at east end of trackage.

3. Train Register Exceptions —

Dilworth — Register for freight trains only.

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

Moorhead Jct., Fargo, West Fargo, Surrey Line Jct., Sanborn and Bismarck — Rule 83(B) does not apply.

Jamestown — All trains must obtain a clearance.

Moorhead Jct. and Fargo — All trains must obtain verbal authority from the Fargo control operator before entering the First Subdivision.

Eastward extra trains from the Fourth Subdivision entering the First Subdivision at Surrey Line Jct. will obtain running authority at Casselton.

Eastward extra trains moving from the Sixth Subdivision to the First Subdivision will obtain running authority at Casselton.

All westbound Second Subdivision trains destined to enter the First Subdivision at Moorhead Jct. must obtain a clearance issued by the Minneapolis dispatcher prior to leaving Breckenridge.

5. Rule 99— When flagging is required, distance will be 2.5 miles.

6. **Speed Test Boards—**

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

Westward Trains— between MP 21 and MP 22 between Mapleton and Nor-Pak and between MP 101 and 102 between Eldridge and Windsor.

Eastward Trains— between MP 189 and MP 188 between Pierce and Burleigh and between MP 88 and MP 87 between Spiritwood and Urbana.

7. **Spring Switches—**

Jamestown— At west end yard, westward main track switch to yard not equipped with facing point lock.

8. **Automatic Interlocking not Indicated at Station—**

Soo Line Crossing, 2 miles east of Bismarck.

9. **Automatic Dual Control Switch—**

Eldridge, Buffalo and Bloom—

Dual control switch at end of double track is automatically operated.

Eldridge— Normal position of switch is for eastward track.

Buffalo and Bloom— Normal position is for westward track.

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

Time of all trains applies at end of double track.

10. **Sidings—**

Trains and engines are not to exceed 10 MPH on siding, yard and industry track.

Exceptions:

Sidings at Peak, Berea, Eckelson, Windsor, Medina, and Steele.

Loaded coal and clay trains will not exceed 5 MPH on sidings at Ladoga, Driscoll, Sterling, Burleigh, Pierce and Bismarck and must not use any other sidings except Steele, Medina, Windsor, Eckelson, Berea, Peak, Koldok and yard tracks 2, 3, 9 and 10 in eastbound yard at Dilworth, and track No. 1 at Jamestown.

At Sanborn— Trains using siding must not occupy depot crossing until crossing gates are down and lights activated.

11. **Yard Limits—**

Tracks between yard limit signs east of Br. 0, east of Dilworth and MP 16, 1620 feet west of Fife will be operated as one yard.

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

Between MP 94.5 east of Bloom and MP 102.5 west of Eldridge will be operated as one yard.

12. **Signal Overlap—**

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.

Sterling— Eastward trains holding main track to meet opposing train will not pass signal at west end of siding before arrival of an opposing train at Sterling.

Driscoll— Westward trains holding main track to meet an opposing train will not pass signal at east end of siding before arrival of opposing train at Driscoll.

Dawson— Eastward trains holding main track to meet an opposing train will not pass signal at west end of siding before arrival of opposing train at Dawson.

Ladoga— Westward trains holding main track to meet an opposing train will not pass signal at east end of siding before arrival of opposing train at Ladoga.

Spiritwood— Eastward trains holding main track to meet an opposing train will not pass Signal 91.0 before arrival of opposing train at Spiritwood, if practicable, avoiding stopping tonnage trains on the ascending grade approaching Spiritwood.

Eckelson— Westward trains holding main track to meet an opposing train will not pass battery box east of flasher protected crossing between switches at Eckelson.

Sanborn— Westward trains holding main track to meet an opposing train will not pass the east road crossing before the arrival of the opposing train at Sanborn. Eastward trains holding main track to meet an opposing train will not pass the west road crossing before the arrival of opposing train at Sanborn.

Peak— Westward trains holding main track to meet an opposing train will not pass main road crossing before the arrival of the opposing train at Peak. Eastward trains holding main track to meet an opposing train will not pass the signal at the west end of the siding before the arrival of opposing train at Peak.

Buffalo— Switching moves or track occupancy for movements in a westerly direction west of the double track switch may lock up the signal circuit to Koldok. Eastward trains attempt radio coordination with Buffalo and/or locals to avoid delay working through signals in a stop position. Once a train leaves Koldok against signal circuitry in a stop position, the entire circuit may be at stop through Buffalo.

This is to avoid placing intermediate signals at stop position for opposing movement.

13. **Between Fargo and Dilworth—**

Eastward trains must not pass Eighth Street Fargo until it is known that the route will be clear at Moorhead Jct. for their movement and verbal permission is received from Fargo control.

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 Street grade crossing, over WOW track and crossing at grade with Second Subdivision remotely controlled by operators at Fargo passenger station.

At Fargo—

Eastward trains stopping west of 27th Street must observe that crossing gates are down before occupying crossing.

14. **At Buffalo—**

Westward trains held at Buffalo between 9:00 p.m. and 7:00 a.m. for more than ten minutes will stop at least 300 feet east of east elevator track switch and remain at that location until train is ready to proceed.

Following trains delayed by trains held at Buffalo will cut grade crossings if delay is of ten minutes or longer.

15. Spiritwood—

At Ladish Malt, a blue light has been installed north of No. 2 track at the west corner of elevator No. 2. Flashing blue light indicates men are working on or about cars on all tracks within the plant area and cars must not be coupled into or moved. The flashing blue light will be extinguished by Ladish employees when switching may be performed within plant area.

16. 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.

17. At Jamestown—

Roll by inspection of all freight trains must be made by outbound train crews on both sides of train at speeds not to exceed 10 MPH.

18. Failed Equipment Detectors at the following locations—

- MP 25.0 - Eastward
- MP 48.9
- MP 61.8
- MP 68.5
- MP 73.4
- MP 117.0
- MP 144.3
- MP 172.7

19. The following Signals are located to the left of the track which they govern—

- Dilworth— Westward movement from long lead to eastward main track.
- Spiritwood— Eastward movement Signal 89.2.

At Fargo Psgr. Station— Using middle track from a point 300 feet on either side, and across Seventh Avenue Crossing 8 MPH.
 Breckenridge— Using controlled siding over switch at MP 215.1 20 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

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

Fargo Psgr. Station— Register is for first class trains and extra passenger trains.

Fargo Yard Office— Register is only for freight trains originating or terminating.

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

At Wahpeton Jct., Moorhead Jct., Moorhead, Fargo yard office, Jy Jct. and West Fargo 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 Psgr. Station.

At Fargo Psgr. Station all trains must obtain a clearance.

All westward Second Subdivision trains destined to enter the First Subdivision at Moorhead Jct. must obtain a clearance issued by the Minneapolis dispatcher before leaving Breckenridge.

In CTC Territory—

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

5. Rule 99— When flagging is required, distance will be 2.5 miles

6. Speed Test Boards—

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

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

7. Manual Interlockings with Dual Control Switches—

At Fargo— Limits of interlocking extend from westward absolute signal at junction of main tracks east of passenger station to the eastward absolute signal just west of 8th Street crossovers. Hand throw electrically locked switches in this area are under control of operator at Fargo Psgr. 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 Psgr. Station.

Interlocking governs movement over east switch of siding and junction with Second Subdivision is remotely controlled by operator at Fargo Psgr. station.

8. Kent— When elevator track 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.

9. Fargo Yard Office—

Trains and engines on industry tracks and on middle track at Seventh and Roberts Streets must observe that crossing signals are operating before occupying crossings.

DAKOTA DIVISION
 (Breckenridge - West Fargo)
SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone— Between	
Breckenridge and West Fargo	50 MPH.
Loaded unit coal, chrome, talc, potash and clay trains	40 MPH.
All Trains—	
Jy Jct. and West Fargo	25 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.
Jy Jct. Switch	35 MPH.

FOURTH SUBDIVISION

10. **Between Kent and Comstock**— All freight trains will make roll-by inspection of both sides of train.
11. **At Breckenridge**— All freight trains must make roll-by inspection by out-bound train crews on both sides of train at speeds not to exceed 10 MPH.

DAKOTA DIVISION
(Wahpeton Jct. - Casselton)
THIRD SUBDIVISION

1. Speed Restrictions—

Zone— Between	Maximum Speeds Permitted
Loaded unit coal, chrome, talc, potash and clay trains	40 MPH.
At Davenport— Over diamond at Twelfth Subdivision crossing	30 MPH.
Head end speed restriction for eastbound freight trains:	
Up to 100 tons/OB	Over 100 tons/OB
Signal 256.4 located at MP 41.23	55 MPH. 50 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between MP 1 and MP 33.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

Diesel units heavier than Group E not permitted between Chaffee Line Jct. and Chaffee, and trains restricted to one unit account track conditions.

3. Train Register Exceptions—None.

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

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

5. Rule 99— When flagging is required, distance will be 2.5 miles

6. 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.

7. Loaded unit coal trains must not use sidings at Dwight, Colfax, Kindred or Durbin.

8. Between Chaffee Line Jct. and Chaffee is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies. Maximum speed 12 MPH.

9. Between Colfax and Kindred— All freight trains will make roll-by inspection of both sides of train, except local freight and empty unit coal trains.

10. At Walcott—

Trains and engines on siding and industry track must observe that crossing gates at street crossing are down before occupying the crossing.

1. Speed Restrictions—

Zone— Between Maximum Speeds Permitted

Loaded unit coal, chrome, talc, potash and clay trains 40 MPH.

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

Nolan— West siding switch and Fifth Subdivision junction switch.

Siding switches at:

- Luverne
- Sutton
- Juanita
- Heimdal
- Selz
- Aylmer
- Guthrie
- Simcoe

Surrey All Switches

New Rockford West yard lead

Between absolute signals of Soo Line interlocking between MP 182.1 and MP 182.2 40 MPH.

On Falsen pit tracks 5 MPH.

Trains handling loaded placarded tank cars of the 112A and 114A car type between Nolan and Pillsbury— MP 52.1 to MP 52.4 30 MPH.

Item 1A, All Subdivisions, applies between MP 72 and MP 82, between MP 119 and MP 123, between MP 196 and MP 206, and between MP 216 and MP 226.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—None.

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

Surrey Line Jct., Nolan and Surrey— Rule 83(B) does not apply.

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 operators.

In CTC Territory—

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

5. Rule 99— When flagging is required, distance will be 2.5 miles

6. 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.

7. Automatic Interlockings not Indicated at Station—

Soo Line crossing 5.1 miles west of Aylmer.

8. Failed Equipment Detectors at the following locations—

- MP 19.2
- MP 55.9
- MP 68.6
- MP 83.7
- MP 110.5
- MP 142.4
- MP 168.7
- MP 202.0
- MP 202.3
- MP 204.3

3. Train Register Exceptions—

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

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

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

5. Rule 99— Unless otherwise provided, protection against following trains is not necessary on Twenty-Sixth and Twenty-Seventh Subdivisions. When required to flag, distance will be 1 mile.

When required to flag on Twenty-Fifth Subdivision, distance will be 1 mile. When required to flag on Fifth and Sixth Subdivisions, distance will be 2.5 miles.

6. 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).

7. Automatic Interlockings not Indicated at Station—

Soo Line Crossing 1.5 miles east of Bowbells.

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. At Larson—

When switching Baukol-Noonan mine do not shove cars west of scale house on east lead.

11. Speed Test Boards—

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

Westward trains, between MP 10.7 and MP 11.7 approximately 1.5 miles east of Prosper.

DAKOTA DIVISION

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

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Jy Jct. and Nolan (5th Sub.)	50 MPH.
Casselton and Vance (6th Sub.)	40 MPH.
Casselton - Vance—Trains handling loaded tank cars of the 112A and 114A car type	30 MPH.
Berthold and Crosby (25th Sub.)	30 MPH.
Niobe and Northgate (26th Sub.)	25 MPH.
Stanley and Grenora (27th Sub.)	30 MPH.
On Fifth Subdivision—Loaded unit coal, chrome, talc, potash and clay trains	40 MPH.
Grenora—Engine or leading car must not exceed 15 MPH. over Main Street crossing.	
Vance—Thru turnouts of west wye switch and east siding switch	35 MPH.
Through No. 20 turnout at:	
Jy Jct.	20 MPH.

Item 1A, All Subdivisions, applies on Fifth Subdivision between MP 4.5 and MP 22, on entire Sixth, Twenty-Fifth, Twenty-Sixth and Twenty-Seventh Subdivisions.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- EXCEPT Fifth Subdivision cars over 52.5 ft. 315,000 lbs.

25th Subdivision—

Diesel units heavier than Group H not permitted between Berthold and Niobe.

Diesel units heavier than Group D not permitted between Niobe and Crosby.

26th and 27th Subdivisions—

Diesel units heavier than Group H not permitted.

DAKOTA DIVISION

(Minot - Williston)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Passenger	Freight
Minot and Williston	79 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
Loaded unit coal, chrome, talc, potash and clay trains		40 MPH.
Minot—Freight trains are not to exceed 30 MPH on main track from Harrington Crossing—MP 200.9 to Sixteenth Street underpass—MP 1.5.		
On eastward and westward freight mains between Gavin yard and Soo Tower		30 MPH.
West of Soo Tower trains or engines using No. 11 turnouts	12 MPH.	12 MPH.

Tioga—Engines on north L.P.G. track must not exceed 10 MPH.

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

W.L. Switch End of double track east end of Gassman Bridge.

Gassman Switch End of double track west end Gassman Bridge.

Berthold East and west siding switch.

Blaisdell East and west siding switch.

Stanley East and west switches of control sidings north and south of main track.

Temple East and west siding switch.

Ross East and west siding switch.

At Des Lacs, through No. 20 turnout at end of double track 30 MPH. 30 MPH.

Head end speed restrictions for westbound freight trains:

	Up to 100 tons/OB	Over 100 tons/OB
Signal 58.7 between Stanley and Ross	55 MPH.	45 MPH.
Signal 71.7 between Ross and White Earth	55 MPH.	45 MPH.
Signal 92.5 between Temple and Ray	55 MPH.	50 MPH.
Signal 102.9 between Wheelock and Epping	50 MPH.	40 MPH.
Signal 117.5 between Epping and Williston	55 MPH.	45 MPH.

Head end speed restriction for eastbound freight trains:

Signal 76.4 between Tioga and White Earth	55 MPH.	45 MPH.
Signal 85.0 between Temple and Tioga	55 MPH.	45 MPH.
Signal 92.4 between Ray and Temple	55 MPH.	50 MPH.
Signal 100.8 between Epping and Wheelock	55 MPH.	50 MPH.
Signal 106.2 between Williston and Epping	55 MPH.	50 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between MP 20 and MP 25, between MP 68 and MP 105 and on both tracks between MP 105 and MP 118.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Soo Tower—Register is for first class trains, extra passenger trains and freight trains originating or terminating at Minot who will register by ticket.

Williston—Through freight trains do not have to register.

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

Minot—Montana Division freight trains which do not change crews at Williston and first class and extra passenger trains will obtain Montana Division clearances at Soo Tower which will clear train at Williston.

Minot—Trains originating obtain clearance at Soo Tower.

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.

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. Rule 99—When flagging is required, distance will be 2.5 miles

6. 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.

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 north controlled siding.

Eastward governing absolute signal at east switch of north controlled siding.

Ross Westward governing absolute signal on siding at west switch.

Temple 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. 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.

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.

9. Between end of CTC Minot 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 the time of 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 beginning of CTC Minot must contact either the Soo Tower operator or the Gavin yard operator by radio for information relative to overdue first class trains.

10. **At Williston**—Roll by inspection of all freight trains must be made by outbound train crews on both sides of train at speeds not to exceed 10 MPH. Trains operated by interdivisional crews will, in the absence of inspection being provided by other employees, arrange for their own train inspection, as outlined above.
11. **Failed Equipment Detectors at the following locations**—
 MP 3.1 Westward Track
 MP 8.8 Eastward Track
 MP 19.3
 MP 46.5
 MP 67.5
 MP 92.1

7. **Grandin**—When switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account insufficient clearance.
8. **Between Grandin and Hillsboro and between Cummings and Reynolds**—Freight trains will make roll-by inspection of both sides of train except local freight and empty unit coal trains.
9. **Sidings**—
 Loaded unit coal trains must not use any sidings except Hillsboro.
10. **Failed Equipment Detectors at the following locations**—
 MP 35.6
 MP 91.1

DAKOTA DIVISION
 (Fargo Yard Office - F.O. Switch)
EIGHTH SUBDIVISION

1. **Speed Restrictions**—
- | | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| Zone—Between | Passenger | Freight |
| Fargo yard office and F.O. Switch | 70 MPH. | 50 MPH. |
| Loaded unit coal, chrome, talc, potash and clay trains | | 40 MPH. |
| Hillsboro—On old Beet track | | 5 MPH. |
| Trains or engines through No. 20 turnouts of sidings at Hillsboro and Gardner | | 35 MPH. |
| At PA Tower over connecting track between F.O. Switch and D.L. Switch | 10 MPH. | 10 MPH. |
- Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions**—
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
 Fargo yard office and F.O. Switch—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles
6. **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.

DAKOTA DIVISION
 (Hannah Jct. - Minot)
NINTH SUBDIVISION

1. **Speed Restrictions**—
- | | Maximum Speeds Permitted | |
|--|--------------------------|------------------|
| Zone—Between | Passenger | Freight |
| Hannah Jct. and Minot | 79 MPH. | 50 MPH. |
| MP 27 to MP 84.4 | 70 MPH. | |
| MP 84.4 to MP 86.4 | 30 MPH. | 30 MPH. |
| MP 86.4 to MP 87.2 | 60 MPH. | |
| MP 114 to MP 147 | 50 MPH. | |
| MP 147 to MP 160.4 | 60 MPH. | |
| MP 160.4 to MP 167 | 50 MPH. | |
| MP 167 to MP 196 | 60 MPH. | |
| Surrey—Over all switches | | 35 MPH. |
| Eastward and westward freight mains between Gavin yard and Soo Tower | | 30 MPH. |
| Minot—Freight trains are not to exceed 30 MPH. on main track from Harrington Crossing-MP 200.9 to Sixteenth Street underpass-MP 1.5. | | |
| Between MP 114.0 and MP 196.0—Trains handling loaded tank cars of the 112A and 114A car type | | 30 MPH. |
| Loaded unit coal, chrome, talc, potash, and clay trains | | 40 MPH. |
| Head end speed restrictions for westbound freight trains as follows: | Up to 100 tons/OB | Over 100 tons/OB |
| Signal 483.9 on westward freight main at Minot | None | 25 MPH. |
| Signal 484.7 on westward freight main at Minot | None | 25 MPH. |
| Signal 485.3 on westward freight main at Minot | None | 25 MPH. |
| Signal 486.3 on westward freight main at Minot | 25 MPH. | 20 MPH. |
| Westward home signal on westward freight main at end of double freight tracks at Minot, Signal 2-L | 15 MPH. | 15 MPH. |
| Westward home signal on westward freight main at end of double freight track at J.D. Interlocking at Minot Signal 8-L | None | 25 MPH. |
| Signal 485.5 on main track at Minot | None | 25 MPH. |

Signal 88.5 between Grand Harbor and Devils Lake 45 MPH. . 35 MPH.

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

Michigan—East and west siding switches.

Lakota—East and west siding switches.

Head end speed restriction for eastbound freight trains as follows:

Signal 485.4 on eastward freight main at Minot . . . None 25 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between MP 31 and MP 196.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Devils Lake—Diesel units heavier than Group E not permitted on industry tracks.

Diesel units heavier than Group E not permitted on wye track.

Leeds—Diesel units heavier than Group E not permitted on trackage south of main line.

3. Train Register Exceptions—

Gavin Yard—Register for trains originating or terminating only.

York and Churchs Ferry—Register for trains originating or terminating or when so directed by train order.

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

Hannah Jct., Lakota, Churchs Ferry, York, Rugby, Towner, Granville, Surrey and Minot—Rule 83(B) does not apply.

Devils Lake—All trains will require clearance.

In CTC Territory—

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

5. Rule 99—When flagging is required, distance will be 2.5 miles

6. Speed Test Boards—

Engineers shall test speed of their train 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 8 miles west of Devils Lake.

Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.

7. Automatic Interlockings not Indicated at Station—

Soo Line RR Crossing 4.7 miles west of Devils Lake

8. 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.

9. Between Gavin Yard and Soo Tower—

Eastward and westward freight main 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 main 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 main and second track north of main track is westward freight main.

Rule 513 of the Consolidated Code of Operating Rules is in effect on these tracks.

10. 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. Maximum speed 12 MPH.

11. Between end of CTC Minot 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 the first class trains, all trains and engines using the main track between end of double track Soo Tower and beginning of CTC Minot must contact either the Soo Tower operator or the Gavin Yard operator by radio for information relative to overdue first class trains.

12. Between Michigan and Doyon, between Churchs Ferry and York and between Towner and Granville—Freight trains will make roll-by inspection of both sides of train.

Devils Lake—Roll by inspection of all freight trains must be made by outbound trains crews on both sides of train at speeds not to exceed 10 MPH.

13. Failed Equipment Detectors at the following locations—

- MP 41.8
- MP 83.1
- MP 94.4

DAKOTA DIVISION

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

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Vance and Blanchard (10th Sub.)	30 MPH.
Erie Jct. and Clifford (11th Sub.)	25 MPH.
Churchs Ferry and St. John (20th Sub.)	40 MPH.
York and Dunseith (21st Sub.)	35 MPH.

Rugby and Antler (22nd Sub.)	30 MPH.
Towner and Dunning (23rd Sub.)	22 MPH.
Granville and Sherwood (24th Sub.)	25 MPH.
Nolan and Warwick (28th Sub.)	35 MPH.
Devils Lake and Hansboro (30th Sub.)	22 MPH.
Lakota and Sarles (29th Sub.)	35 MPH.
Larimore and Mayville (31st Sub.)	25 MPH.
Churchs Ferry - St. John York - Dunseith Nolan - Warwick Lakota - Sarles - Trains handling loaded tank cars of the 112A and 114A car type	30 MPH.
Twenty-Eighth Subdivision— Engine series SD-7 and SD-9 restricted	22 MPH.
Devils Lake—Soo Line crossing on Thirtieth Subdivision	12 MPH.
Item 1A, All Subdivisions, applies.	

7. Track between Portland Jct. and Portland is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.
8. **Railroad Crossings not Indicated at Station—**
Soo Line Crossing 3.8 miles east of Munich—(29th Sub.)
Soo Line Crossing 3.7 miles east of Bocket—(29th Sub.)
Soo Line Crossing 4.0 miles east of Newburg—(23rd Sub.)
Soo Line Crossing 0.2 miles west of Devils Lake—(30th Sub.)

DAKOTA DIVISION
(Fargo - Streeter)

TWELFTH SUBDIVISION

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

EXCEPT:

- On Tenth Subdivision—Cars over 52.5 ft. long 315,000 lbs.
- On Twentieth Subdivision—Between Rolla and St. John cars heavier than 177,000 lbs. not permitted.
- On Twenty-First Subdivision—Between Wolford and Dunseith cars heavier than 210,000 lbs. not permitted.
- On 10th, 11th, 24th, 29th, 30th and 31st Subdivisions—Diesel units heavier than Group D not permitted, and only one unit of Groups B, C, and D permitted on 11th Subdivision.
- On 20th Subdivision—Churchs Ferry to Rolla. Diesel units heavier than Group E not permitted. Group E one unit only. Groups B, C and D, not more than two units.
- Between Rolla and St. John—Diesel units heavier than Group D not permitted and one unit only Groups B, C and D.
- On 21st Subdivision—York to MP 21—Diesel units heavier than Group D not permitted. Between MP 21 and Dunseith, diesel units heavier than Group D not permitted and not more than two units in Groups C and D permitted.
- On 22nd Subdivision—Diesel units heavier than Group H not permitted between Rugby and Westhope and diesel units heavier than Group D not permitted between Westhope and Antler.
- On 23rd Subdivision—Diesel units heavier than Group D not permitted and limited to one unit of Groups B, C and D.

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Fargo and Streeter	35 MPH.
Between Fargo and Horace, over 13th Avenue south crossing at MP 1.56 until leading end of movement has occupied crossing	5 MPH.
Between absolute signals of interlocking at Sheldon and Davenport	20 MPH.
Trains handling loaded tank cars of the 112A and 114 A car type.	30 MPH.
Diesel engines and cars in excess of 248,000 lbs:	
Fargo and Edgeley	30 MPH.
Edgeley and Streeter	22 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

- Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Diesel units heavier than Group E not permitted.

3. Train Register Exceptions—

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

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

Fargo, Independence, Lamoure, and Streeter—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not necessary between Fargo and Independence and between Lamoure and Streeter. When required to flag, distance will be 1.5 miles

6. **Independence**—Normal position of west switch is lined for Sixteenth Subdivision.

7. **Lamoure**—The normal position of main line junction switch is for movement from Twelfth Subdivision to Sixteenth Subdivision.

8. **Edgeley Jct.**—Normal position of switch is for through movement between Berlin and Jud.

Track between Edgeley Jct. and Edgeley is considered industry track. Rule 105 of the Consolidated Code of Operating Rules applies.

DAKOTA DIVISION

**THIRTEENTH, FOURTEENTH, FIFTEENTH,
EIGHTEENTH, AND NINETEENTH
SUBDIVISIONS**

1. Speed Restrictions—

Zone— Between	Maximum Speeds Permitted
Casselton and Marion (13th Sub.)	40 MPH.
Sanborn and McHenry (14th Sub.)	30 MPH.
Between home signals of interlocking at Hannaford	20 MPH.
Pingree and Wilton (15th Sub.)	25 MPH.
Carrington and Turtle Lake (18th Sub.)	25 MPH.
Oberon and Esmond (19th Sub.)	40 MPH.
Oberon and Esmond Casselton and Marion -	
Trains handling loaded tank cars of the 112A and 114A car type	30 MPH.
Diesel units and cars in excess of 248,000 lbs. between:	
Casselton and Embden	20 MPH.
Carrington and Skyeston	12 MPH.
Oberon and Esmond	12 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 pounds.

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.

On 13th, 18th and 19th Subdivisions—

Diesel units heavier than Group D not permitted and only one unit permitted on 19th Subdivision account track conditions.

On 14th and 15th Subdivisions—

Diesel units heavier than Group E not permitted.

3. Train Register Exceptions—None.

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

Marion, Sanborn, McHenry, Pingree, Wilton, Carrington, Turtle Lake, Oberon and Esmond—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Railroad Crossings not indicated at Station—Soo Line crossing—8.8 miles west of Alice.

DAKOTA DIVISION

(Oakes - Minnewaukan) (McKenzie - Eureka)

**SIXTEENTH AND SEVENTEENTH
SUBDIVISIONS**

1. Speed Restrictions—

Zone— Between	Maximum Speeds Permitted
Jamestown and Minnewaukan (16th Sub.)	40 MPH.
Oakes and Minnewaukan — Trains handling loaded tank cars of the 112A and 114A car type	30 MPH.
Between home signals of interlocking at New Rockford	20 MPH.
Jamestown and Oakes (16th Sub.)	30 MPH.
McKenzie and Linton (17th Sub.)	30 MPH.
Linton and Eureka (17th Sub.)	22 MPH.
Cars in excess of 248,000 lbs. between:	
Temvik and Eureka	12 MPH.
Item 1A, All Subdivisions, applies.	

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 pounds.

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

- 220,000 lbs. or less, minimum length 38 ft.
- 263,000 lbs. or less, minimum length 44 ft.
- 315,000 lbs. or less, minimum length 52 ft.

Exception—

Between Linton and Eureka cars heavier than 220,000 lbs. not permitted.

On 16th Subdivision—

Between Oakes and Independence, diesel units heavier than Group D not permitted. Between New Rockford and Minnewaukan, diesel units heavier than Group E not permitted.

On 17th Subdivision—

Diesel units heavier than Group D not permitted.

3. Train Register Exceptions—

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

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

Pingree, Carrington, Oberon, Minnewaukan and Eureka—Rule 83(B) does not apply.

Jamestown—All trains require a clearance.

5. On Sixteenth Subdivision, Rule 99, unless otherwise instructed, is not necessary between New Rockford and Minnewaukan and between Jamestown and Oakes. When required to flag, distance will be 1.5 miles.

On Seventeenth Subdivision, Rule 99, unless otherwise instructed, is not necessary. When required to flag, distance will be 1 mile.

6. Jamestown—First Subdivision special instructions govern.

7. New Rockford—Crossing interlocking instructions for trainmen in the use of push buttons 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 push buttons.

Instructions for trainmen to make westward move from siding:

1. Reverse west siding switch.
2. Push button in iron box located on dwarf signal.

If signal does not clear after complying with instructions trainmen should proceed to bungalow and operate push-button release.

8. Railroad Crossings not Indicated at Station —
Soo Line Crossing — 6.4 miles west of Zeeland.

RADIO INFORMATION

MINNESOTA DIVISION

Base Station	Channel	Hours in Operation
Northtown Disprs. Ofc.	1	Continuous
Willmar Disprs. Ofc.	1	Continuous
Wayside Stations		
St. Croix Tower	1	Continuous
Oakland Tower	1	Continuous
	1	Continuous
	2 for yard forces in St. Paul	
Daytons Bluff	1	Continuous
	2 for yard forces in St. Paul	Continuous
Westminster Tower	1	Continuous
	2 for yard forces in St. Paul	Continuous
Midway	1	Continuous
	2 for yard forces in St. Paul	Continuous
St. Anthony Tower	1	Continuous
	3 for yard forces in Mpls.	Continuous
East Minneapolis	1	Continuous
	3 for yard forces in Mpls.	Continuous
1st Street North	1	Continuous
	3 for yard forces in Mpls.	Continuous
35th Avenue	1	Continuous
	4 for yard forces in Northtown	Continuous
Northtown	1	Continuous
	4 for yard forces in Northtown	Continuous
Coon Creek	1	Continuous
Anoka	1	Continuous
Elk River	1	Continuous
St. Cloud	1	Continuous
	2 for yard forces	Continuous
Little Falls	1	Continuous
Staples	1	Continuous
Wadena	1	Continuous
Detroit Lakes	1	Continuous
Dilworth	1	Continuous
Delano	1	Continuous
Hutchinson	1	8:00 am-5:00 pm Mon. thru Fri.
Litchfield	1	Continuous
Willmar	1	Continuous
Benson	1	Continuous
Morris	1	Continuous
Campbell	1	Continuous
Breckenridge	1	Continuous
Melrose	1	8:00 am-4:00 pm Mon. thru Fri.
Alexandria	1	Unattended
Fergus Falls	1	7:30 am-11:30 pm Daily
Barnesville	1	8:00 am-4:00pm Mon. thru Fri.

Granite Falls	1	Continuous
Marshall	1	Continuous
Pipestone	1	Continuous
Garretson	1	Continuous
Sioux Center	1	Continuous
Sioux City	1	Continuous
Sioux City	1	Continuous
Sioux City	2 for yard forces	Continuous
Appleton	1	8:00 am-5:00 pm Mon. thru Fri.
Nassau	1	8:00 am-5:00 pm Mon. thru Fri.
Watertown	1	Continuous
Willow Lake	1	Unattended
Huron	1	7:00 am-4:00 pm Mon. thru Fri.
Aberdeen	1	8:00 am-5:00 pm Mon. thru Fri.
Clara City	1	8:00 am-4:00 pm Mon. thru Fri.
Sioux Falls	2 for yard forces	Continuous

WISCONSIN DIVISION

Base Station	Channel	Hours in Operation
Superior Disprs. Office	1	Continuous
Northtown Disprs. Office	1	Continuous
Wayside Stations		
Allouez	1	Continuous
Superior	1	Continuous
Duluth	1	Continuous
	2 for yard forces	Continuous
Saunders	1	Continuous
Nickerson	1	Continuous
Hinckley	1	Continuous
Cambridge	1	Continuous
Coon Creek	1	Continuous
Carlton	1	Continuous
Kelley Lake	1	Continuous
Keewatin	1	7:00 am-3:00 pm Mon. thru Fri.
Nashwauk	1	7:00 am-3:00 pm Mon. thru Fri.
Calumet	1	Continuous
McGregor	1	Continuous
Aitkin	1	8:00 am-5:00 pm Mon. thru Fri.
Deerwood	1	8:00 am-5:00 pm Mon. thru Fri.
Central Ave.	1	Continuous
Wisconsin Drawbridge	1	Continuous
	2 for yard forces	Continuous
Minnesota Drawbridge	1	Continuous
	2 for yard forces in Duluth	Continuous
Grassy Point Drawbridge	1	Continuous
	2 for yard forces	Continuous
Brainerd	1	Continuous
Staples	1	Continuous
Floodwood	1	Continuous
Grand Rapids	1	Continuous
Cass Lake	1	Continuous
International Falls	1	9:00 am-6:00 pm Mon. thru Fri.
Bemidji	1	7:00 am-11:00 pm Mon. thru Fri.
Bagley	1	Continuous
Fosston	1	Continuous
Roseau		7:00 am-11:00 am 3:30 pm-4:00 pm

Thief River Falls	1	8:00 am-5:00 pm Mon. thru Fri.
Crookston	1	Continuous
Noyes	1	Continuous
Hallock	1	Continuous
Stephen	1	8:00 am-5:00 pm Mon. thru Fri.
Warren	1	Continuous
Grafton	1	Continuous
Grand Forks	1	Continuous
	2 for yard forces in Grand Forks	Continuous
PA Tower	1	Continuous
	2 for yard forces in Grand Forks	Continuous
Emerado	1	8:00 am-5:00 pm Mon. thru Fri.
Larimore	1	Continuous
Park River	1	8:00 am-5:00 pm Mon. thru Fri.
Drayton	1	8:00 am-5:00 pm Mon. thru Fri.
Langdon	1	7:00 am-4:00 pm Mon. thru Fri.

DAKOTA DIVISION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1	Continuous
Minot Disprs. Office	1	Continuous
Wayside Stations		
Dilworth	1	Continuous
	2 for yard forces	Continuous
Hillsboro	1	Continuous
Fargo	1	Continuous
	2 for yard forces	Continuous
Kindred	1	Continuous
Breckenride	1	Continuous
Oakes	1	8:00 am-5:00 pm Mon. thru Fri.
Lakota	1	Continuous
Devils Lake	1	Continuous
Churchs Ferry	1	Continuous
Rugby	1	Continuous
Towner	1	Continuous
Nolan	1	Continuous
Hannaford	1	Continuous
Juanita	1	Continuous
New Rockford	1	Continuous
Selz	1	Continuous
Aylmer	1	Continuous
Karlsruhe	1	Continuous
Gavin Yard	1	Continuous
	2 for yard forces and Carmen	Continuous
Casselton	1	Continuous
Buffalo	1	Continuous
Valley City	1	Continuous
Sanborn	1	Continuous
Jamestown	1	Continuous
Medina	1	Continuous
Tappen	1	Continuous
Steele	1	Continuous
McKinzie	1	Continuous
Minot	1	Continuous
Berthold	1	Continuous
Niobe	1	Continuous
Stanley	1	Continuous
Tioga	1	Continuous
Wheelock	1	Continuous

SPEED TABLE

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