

# BURLINGTON NORTHERN INC.

## DAKOTA DIVISION

# Special Instructions No. 1

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

Friday May 10, 1968

# ALL SUBDIVISIONS

<b>1. Speed Restrictions—</b>	<b>Maximum Speeds</b>
Passenger trains .....	79 MPH.
Freight trains .....	65 MPH.

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

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

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

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

**2. Movement of engines dead in trains—**

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

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

**Diesel units not equipped with alignment control devices—**

GN .....	1 through 195
CBQ .....	9103 through 9106 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321
NP .....	99 through 177 400-429 500, 501, 525, 551, 555 through 558 602, 603, 651, 700 through 724 750, 800 through 803, 850 through 853 900 through 912
SPS .....	11 through 55 856-869

**Diesel units equipped with coupler alignment lock blocks—**

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

All other Diesel units are equipped with alignment control couplers.

**Maximum Speed Diesel Units Dead In Tow—**

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308..	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

- |     |   |         |
|-----|---|---------|
| NP  | 99, 100, 400 Series, 600 Series.....          | 40 MPH. |
|     | 5400 Series, 700 Series.....                  | 50 MPH. |
|     | 100 Series (except 100), 525, 800 through 803 | 60 MPH. |
|     | 200 Series, 300 Series, 500, 501, 550 through |         |
|     | 569, 850 Series, 860 Series, 900 Series,      |         |
|     | 2500 Series, 2800 Series, 3600 Series,        |         |
|     | 6000 Series, 7000 Series.....                 | 65 MPH. |
|     | 6500 Series, 6600 Series, 6700 Series.....    | 79 MPH. |
|     | Budd Cars B-30, B-31, B-32, B-40, B-41, B-42, |         |
|     | on rear of train only.....                    | 79 MPH. |
| GN  | 1 through 195.....                            | 50 MPH. |
|     | 200 through 209, 227 through 230, 262 through |         |
|     | 279 (A&B), 307 through 317 (ABC),             |         |
|     | 430 through 474 (ABCD), 550 through 915,      |         |
|     | 2000 through 2035, 3000 through 3025.....     | 65 MPH. |
|     | 320 through 333, 350 through 375,             |         |
|     | 400 through 417, 500 through 512, 679, 680    |         |
|     | 2500 through 2538, 3026 through 3040.....     | 79 MPH. |
|     | Budd Car 2350, on rear of train only.....     | 79 MPH. |
| SPS | 11, 22 through 28, 40 through 45,             |         |
|     | 50 through 55.....                            | 50 MPH. |
|     | 60 through 98, 154 through 327, 856, 869..... | 65 MPH. |
|     | 330 through 335, 150 through 153, 750,        |         |
|     | 800 through 806.....                          | 79 MPH. |
4. When N.P. road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.
  5. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:
    - Outfit cars
    - Tie flats (GN X4800 to X4975, X4410)
    - Scale test cars (next ahead of caboose)
    - Wrecking derricks
    - Pile drivers
    - Loco cranes
    - Rotary Snow Plows, dozers, wedge plows
    - Jordan spreaders
    - Air dump cars loaded or empty
    - Log flats — NP 117002 to 117892

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

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

Fourth Subdivision
  6. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.
  7. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.
- Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

## FIRST SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between Freight  
 Fargo Jct. and P.A. Tower..... 60 MPH.  
 The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.  
 35 MPH.—Trains or engines on main routes, actuating the points of spring switches; trains or engines through No. 20 turnouts at following locations:  
     Hillsboro—Both siding switches  
     Gardner —Both siding switches  
 25 MPH.—Trains or engines through No. 15 turnouts at following locations:  
     PA Tower—Jct. switches, First Subdivision.
2. **Train Register Exceptions—**  
 Fargo Jct.—Register is only for freight trains.  
 PA Tower, register only for freight trains which will register by ticket.
3. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Fargo Jct.—Westward trains from Fargo Divn. may proceed on authority of Clearance under which such train arrives.  
 PA Tower—Trains for which this is the initial station may proceed on the authority of clearance under which such train arrives.
4. **Speed Test Boards—**  
 Engineers shall test speed of their train passing the following points as compared with speed table:  
 Westward trains, between MP 33 and MP 34 between Harwood and Argusville.  
 Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.
5. **Spring Switches with Facing Point Lock—**  
 Fargo Jct., west yard switch.  
 Gardner, east and west siding switch.  
 Hillsboro, east and west siding switch.  
 Normal position is for main track.  
 At these locations spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104(H).
6. **Manual Interlocking with Dual Control Switches—**  
 PA Tower
7. Grandin, when switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account not sufficient clearance.

## SECOND SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between Passenger Freight  
 Cass Lake and Grand Forks..... 49 MPH.  
 Noyes Jct. and Grand Forks..... 59 MPH. 49 MPH.  
 Grand Forks and PA Tower..... 50 MPH. 49 MPH.  
 PA Tower and Devils Lake..... 79 MPH. 60 MPH.  
 25 MPH.—Trains and engines through No. 15 turnouts of both switches of crossover just west of PA tower station.  
 Between Absolute Signals of Interlockings at..... 20 MPH.  
     Redland Jct.—Fifth Subdivision Crossing.  
     Bemidji  
     Erskine  
     PA Tower  
 Cass Lake, on all tracks over footwalk crossing located just west of mainline switch to roundhouse..... 8 MPH.  
 Whistle signal must be sounded as prescribed by rule. Crossing must be cut immediately. When this crossing is blocked by

coupling up train, trainmen must remain at the crossing to prevent pedestrians from crawling through the cars.

Emerado Air Base spur—When switching, do not exceed 10 MPH. from bridge, just east of State Highway No. 2, to end of base. Run carefully on all tracks.

**2. Train Register Exceptions—**

Crookston Psgr., register is only for trains 345 and 346.

Crookston Frt., freight trains register by ticket.

Crookston Yard, trains originating and terminating at Crookston will register at Crookston Freight.

Grand Forks, eastward freight trains register by ticket at passenger station.

PA Tower, register only for westward extra trains which will register by ticket.

Larimore—Register is only for No. 49 and No. 50 and they will register by ticket.

Tilden Jct. and Redland Jct. are register stations only for trains directed by train order to register there.

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

At Noyes Jct., the clearance under which No. 48 arrives will clear No. 345. The clearance under which No. 346 arrives will clear No. 47.

Nos. 345 and 346 must obtain Clearance at Grand Forks.

At PA Tower, clearance under which Nos. 49, 47, and 345 arrive will clear Nos. 344, 346, 50, and 48 respectively at that point.

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

G.F. 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

**5. Spring Switches with Facing Point Lock—**

Grand Forks—Located 119 feet west of 5th St. crossing. Normal position of switch is for westward freight lead and switch is governed by lunar lights for both the eastward and westward movements.

At this location spring switch is identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104(H).

Grand Forks, east switch at west crossover and west switch at east crossover between depot lead and main track at Passenger Station are lined so that normal position of these switches is lined for movement from depot lead to the main track through the east crossover. "Consolidated Code rules 104 and 104(A) will govern use of these switches."

**6. At Grand Forks, between westward signal 107.9, about 1100 feet east of Washinton Street Underpass, and eastward signal 108.4, about 1400 feet west of Washington Street underpass, there is no superiority of trains. That portion of Consolidated Code Rule 93 reading, "Within Yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these signal locations, and all train and engine movements must be made at reduced speed. To avoid delays to first class trains, yard engines must call the dispatchers' office by radio before entering the main track between signal 107.9 and 108.4 to find out information relative to the first class trains.**

**7. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks, 1, 2, 3 and 4; the 5th track is known as the freight lead.**

Depot Lead at west crossover just west of coach yard must be kept clear for meeting and passing of trains.

The normal position of the switch at west end of crossover just west of Signal 107.8 about 1500 feet west of Grand Forks Passenger Depot will be lined for No. 1 track at Grand Forks pas-

senger station. Eastward First Class Trains will use No. 1 track at Grand Forks Passenger Depot.

No. 49 and No. 343 will make back up movement from Grand Forks passenger station through the interlocking plant PA Tower.

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

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

## THIRD, FOURTH, SIXTH AND SEVENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Tilden Jct. and GN Jct. ....		40 MPH.
GN Jct. and Warroad.....		30 MPH.
GN Jct. and Carthage Jct.....		20 MPH.
Key West and Sherack.....		15 MPH.
Moorhead and MN Jct.....		35 MPH.
Barnesville and MN Jct.....	59 MPH.	49 MPH.
MN Jct. and Noyes Jct.....	55 MPH.	40 MPH.
Noyes Jct. and MP 69 one mile east of Hallock .....	59 MPH.	49 MPH.
MP 69 one mile east of Hallock and Noyes .....	50 MPH.	40 MPH.
Between absolute signals of interlocking at Glyndon, Warroad .....		20 MPH.
Wye tracks at Warroad and Thief River Falls.....		5 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length..... 220,000 lbs.  
Over 40 ft. long ..... 263,000 lbs.

**3. Train Register Exceptions—**

Carthage Jct. and Tilden Jct. trains will register only when directed by train order to do so.

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

At Noyes Jct., the clearance under which No. 48 arrives will clear No. 345. The clearance under which No. 346 arrives will clear No. 47.

Rule 83(B) does not apply at Tilden Jct. and Carthage Jct.

All trains running between Carthage Jct. and Tilden Jct. will obtain clearance at Red Lake Falls during assigned hours of telegraph service.

At GN Jct., trains originating will be governed by clearance furnished at Red Lake Falls.

**5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Third Subdivision between Thief River Falls and Warroad and on Fourth Subdivision.**

**6. Noyes, before going to Canadian Pacific yard, call up CP office and obtain clearance to enter their yard. When necessary to go to the west end of CP yard, stop at CP office and get switch key which must be turned in immediately upon return from that part of the yard.**

Noyes, crews going from BN Yard to CP Yard may enter CP Yards when proper indication is displayed by the interlocking signals.

**7. Speed Test Boards—**

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

Westward trains, between MP 13 and MP 14 between Downer and Glyndon.

Eastward trains, between MP 81 and MP 80 between Humboldt and Northcote.

**8. Manual Interlockings with Dual Control Switches—  
Barnesville**

**9. Manual Interlocking not Indicated at Station—**

Between Dorothy and Keywest.....Fifth Subdivision Crossing

**10. Automatic Interlockings Not Indicated at Station—**

Fifth Subdivision crossing

with Sixth Subdivision .....1.4 miles west of Noyes Jct.

Fourth Subdivision crossing

with Sixth Subdivision .....4.5 miles west of Shirley

**11. Semi-Automatic Interlocking—**

CN Ry. crossing .....0.6 miles west of Warroad

Train or engine movements over the crossing will be governed by manually operated gates together with interlocking dwarf signal indications. Routes over the crossing will be set manually after obtaining release of electric lock holding gates in STOP position. See instructions posted in box locked with switch lock.

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

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

## FIFTH SUBDIVISION

- | 1. <b>Speed Restrictions—</b>  | Maximum Speeds Permitted |         |
|--|--------------------------|---------|
| Zone—Between   | Passenger                | Freight |
| Manitoba Jct. and Pembina.....   | 55 MPH.                  | 45 MPH. |
| At East Grand Forks—over 4th Avenue  | 10 MPH.                  |         |
| Passenger trains over 9th Avenue<br>crossing located at yard office.....                           | 10 MPH.                  |         |
| At Grand Forks, over public crossing between pas-<br>senger station and Highway 81 all trains..... | 15 MPH.                  |         |
2. **Bridge and Engine Restrictions—**
    - 250-ton wrecking derricks
    - Over Bridge 68.1 (Crookston)..... 10 MPH.
    - U25C, U28C and SD45 series Diesel electric engines
    - Over Bridges 44 and 68.1..... 30 MPH.
  3. **Heavy Cars—**

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

    - 40 ft. or less in length..... 220,000 lbs.
    - Over 40 ft. long..... 263,000 lbs.

Over Bridges 44 and 68.1:

    - Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long weighing between 220,000 lbs. and 263,000 lbs..... 20 MPH.
  4. **Yard Limits—**
    - Tracks between yard limit signs east of East Grand Forks and west of Grand Forks operated as one yard.
    - Tracks between yard limit signs east of Crookston and west of Anglim operated as one yard.
  5. **At Manitoba Jct.—Fargo Division Instructions govern.**
  6. **At Grafton** time of first class trains applies at passenger station.
  7. **Between Pembina and Emerson Jct.,** there is no superiority of trains as conferred by the timetable.
 

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

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

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

Pembina operator, when issuing this clearance, will enter on the line following "Clearance No." the point to which the train or engine is authorized for movement.
  8. **Train Register Exceptions—**
    - At Carthage Jct., Redland Jct., and Grafton trains except 43 and 44 will register only when directed to do so by train order.
  9. **Clearance Provisions and Exceptions Rule 83(B)—**
    - Manitoba Jct., and Carthage Jct.
    - At East Grand Forks all trains must secure clearance.
  10. **Automatic Interlocking Not Indicated at Station—**
    - Sixth Subdivision Crossing.....Between Anglim and Hixon
  11. **Railroad Crossings Not Indicated at Station—**
    - Between Grand Forks and Kelly.....State Mill Spur
    - Between Kellogg and Grafton Eleventh Subdivision Crossing.
  12. **Rule 223 Train Order Signal—**Lights will not be displayed on Fifth Subdivision.



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

- | 1. <b>Speed Restrictions—</b>                        | Maximum Speeds Permitted |
|--|--------------------------|
| Zone Between   | Freight                  |
| Vance and Larimore .....                             | 30 MPH.                  |
| Larimore and Hannah.....                             | 30 MPH.                  |
| Erie Jct. and Clifford .....                         | 20 MPH.                  |
| Nolan and Devils Lake.....                           | 40 MPH.                  |
| Devils Lake and Hansboro.....                        | 30 MPH.                  |
| PA Tower and Neche .....                             | 40 MPH.                  |
| Grafton and Walhalla .....                           | 35 MPH.                  |
| Lakota and Sarles.....                               | 40 MPH.                  |
| Between absolute signals of interlocking at PA Tower | 20 MPH.                  |
2. **Engine Restrictions—**
- Tenth Subdivision—Engines series SD7 and SD9..... 20 MPH.
- Eighth and Twelfth Subdivision—Engines series  
SD7 and SD9 restricted..... 25 MPH.
- Eleventh and Twelfth Subdivision, engines in the series SD7 and SD9 must not go in on Koehmstedt Spur Minto, MRTJ Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.
3. **Gretna**, within yard limits the main track may be used keeping clear of Canadian Pacific first and second class trains and sections thereof, proceeding at reduced speed, and when going to the wye to turn will head in at first switch south of the station unless have information on the arrival of superior trains.
4. **Nash**—Cars left on team track should have at least one car length's clearance on Walsh County road No. 7, just east of No. 27 spot. Clearance should be checked from north side of track.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Eighth Subdivision between Vance and Larimore, Ninth Subdivision between Erie Jct. and Clifford, Tenth Subdivision between Nolan and Hansboro, Thirteenth Subdivision between Lakota and Sarles.
6. **Automatic Interlocking Not Indicated at Station—**
- Inkster .....6.6 miles west Soo Line Crossing
- Grand Forks .....2.8 miles west State Mill Spur
- Between Minto and Grafton.....Fifth Subdivision Crossing.
7. **Clearance Provisions and Exceptions Rule 83(B)—**
- Nolan, Vance and Erie Jct. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

## SPEED TABLE

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