

**BURLINGTON  
NORTHERN  
INC.**

**FARGO  
DIVISION**

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**Special  
Instructions  
No. 1**

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

**Friday May 10, 1968**

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# ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
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.

Equipment	Main Line	Branch Line
Ore cars .....	45 MPH.	20 MPH.
Wrecking derricks .....	30 MPH.	15 MPH.
Locomotive cranes .....	30 MPH.	15 MPH.
Pile 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 through 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 through 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.
	700 and 5400 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.

3. When NP 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.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars

Tie flats (GN X4800 to X4975, X4410)

Scale test cars (next ahead of caboose)

Wrecking derricks

Pile drivers

Loco cranes

Rotary Snow Plows, dozers, wedge plows

Jordan spreaders

Air dump cars loaded or empty

Log flats—NP 117002 to 117892

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 subdivisions have curves of 6° or more on grades of 1% or more:

6th Subdivision

9th Subdivision

5. 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.

6. **Heavy cars**—Car heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length ..... 220,000 lbs.

Over 40 ft. long ..... 263,000 lbs.

EXCEPT: On mainline subdivisions cars at least 64'8" over strikers with minimum axle spacing of 6'0", minimum truck centers of 53'7" and minimum wheel diameter of 38".... 315,000 lbs.

7. **Pulpwood**—

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

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

**On Double Track—**

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

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

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

**On Single Track—**

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

The foregoing requirements will not apply to pulpwood loaded in gondola cars, properly secured with side protection of wire mesh or boards in accordance with Open Top Car Loading Rules.

Precautions to be observed in the handling of peeled pulpwood.

Before picking up cars of peeled pulpwood from industry at any station, conductor must examine lading; if lading is not protected with woven wire to prevent sliding out on sides, or, when wire is not available, with boards and stakes, then car must not be moved from industry. The fact must be promptly reported by wire to the Superintendent.

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

- 8. **Rule 223**—Unless otherwise provided lights will not be displayed on train order signals on Branch Line Subdivisions. Trains will be governed by the day indication of these train order signals.
- 9. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.  
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. <b>Speed Restrictions—</b> Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Rice Jct. and Fargo Jct.....	60 MPH.	
Trains or engines on main routes actuating the points of Spring Switches; trains or engines thru No. 20 turnouts at following locations.		
Barnsville Jct. Switch .....	35 MPH.	35 MPH.
Moorhead Jct. Switch .....	35 MPH.	35 MPH.

- 2. **Train Register Exceptions—**  
Moorhead Jct., all trains register by ticket.  
Barnesville, register is for trains originating or terminating.  
Fargo—Register is for First class trains and extra passenger trains.  
Fargo Jct.—Register is only for freight trains.

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

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

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

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

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

**4. Speed Test Boards—**

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

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

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

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

Fargo Jct., west yard switch.

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

**6. Manual Interlocking with Dual Control Switches—**

Rice Jct.

Barnesville

Fargo

Moorhead Jct.

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

**8. Manual Interlockings—**

Third Subdivision crossing.....Moorhead Jct.

Whistle signal for routes:

Moorhead Jct., First Subdivision..... 1 long.

Siding ..... 3 long, 1 short.

**9. Automatic Interlockings Not Indicated At Station—**

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

10. Freight trains using the siding at Carlisle, Minnesota, must stop to clear the Township Road Crossing located approximately  $\frac{1}{4}$  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.

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

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

## SECOND SUBDIVISION

- | 1. <b>Speed Restrictions—</b>                          | Maximum Speeds Permitted |            |
|--|--------------------------|------------|
| Zone—Between   | Passenger                | Freight    |
| Staples and Jamestown.....                             | 75 MPH.                  | 65 MPH.    |
| Against the current of traffic<br>on double track..... | 59 MPH.                  | 49 MPH.    |
| Except on curves between                               |                          | All Trains |
| MP 98 and MP 99.....                                   |                          | 55 MPH.    |
| Through Casselton .....                                |                          | 40 MPH.    |
| Between Berea and Valley City Freight.....             |                          | 20 MPH.    |
- At Wadena**, trains and engines will not exceed a greater rate of speed than is reasonable and proper, having due regard to the conditions then existing.
- At Detroit Lakes, Fargo and Moorhead**, all trains shall be operated at a reasonable speed and with due care.
2. **Bridge and Engine Restrictions—**  
 Bridge 64 Valley City Viaduct, all trains..... 45 MPH.
3. **At Staples—**  
 Westward trains arriving Staples on the time of westward first class trains are authorized to proceed on the westward main track within yard limits if the westward interlocking signal located at end of CTC limits indicates proceed.
- At Manitoba Jct.—**  
 Trains from Dakota Division Fifth Subdivision must not enter Second Subdivision until authority is received from the train dispatcher.
- Second class and extra trains from Dakota Division Fifth Subdivision may run as eastward extra trains with the current of traffic Manitoba Jct. to Lake Park without train order authority.
- Between Fargo and Dilworth—**  
 Between crossover at east end of westward yard, Dilworth, and Fargo, inferior trains may run ahead of Nos. 55 and 56 with the current of traffic without train order authority, avoiding delay to Nos. 55 and 56 to the greatest practicable extent.
- Trains from Ninth Subdivision may run as eastward extra trains Fargo to Dilworth without train order authority and may run ahead of Eastward first class trains Fargo to Dilworth without train order authority. Crews of such trains must secure verbal authority from the Train Dispatcher before entering the Second Subdivision.
4. **Yard Limits—**  
 Tracks between yard limit signs east of LaBelle and west of Lake Park operated as one yard.
- Tracks between yard limit signs west of MP 10 at Fargo and east of Bridge O, east of Dilworth, will be operated as one yard.
- Between Berea and Valley City Freight—**Tracks will be operated as one yard. Conductors of extra trains and engineers of light engines must call the train dispatcher immediately before departure when making a movement between Berea and Valley City Freight.
5. **Sidings—**  
**At Wadena**, the track south of the eastward track, between the connection to the eastward track and the first crossover to the eastward track, is designated as eastward siding.
- At Fife**, trains may expect to find siding blocked at all times.
- At Sanborn**, south siding is eastward; north siding is westward.
6. **At Detroit Lakes**, the following whistle signals will be used to call for route through the interlocking Soo Line crossing:
- |                                      |                 |
|--------------------------------------|-----------------|
| Through main track movements.....    | 1 long          |
| Reverse movements on main track..... | 2 short, 1 long |
| Main track to diverging route.....   | 1 short, 1 long |
| Diverging route to main track.....   | 1 long, 1 short |
- To avoid continuous operation of highway crossing signals, when stopping train for station work, westward freight trains shall stop to leave the train east of the east switch of the crossover east of Washington Avenue, and eastward freight trains shall stop to leave train west of crossing signal restart sign located 1000 feet west of MP 210 on south side of track.
7. **At Richards Spur**, close clearance at loading chute on both spur tracks.
8. **At Fargo**, when westward main track is blocked between Broadway and 8th St., the run-around track may be used, leaving main

track switches and switches for short four, lined for run-around track.

All trains, except first class trains, approach passenger station prepared to stop, expecting to find baggage trucks opposite baggage cars and standing foul of adjacent tracks.

9. **At Buffalo**, the normal position of double track switch is for eastward track. Operators will handle.  
Time of all trains applies at end of double track.
10. **Between Peak and Berea**—  
Dragging equipment detectors east and west of Bridge 64. For westward movements, the dragging equipment detector is located just west of automatic block signal No. 617, and the defective equipment indicator is on the mast of Signal 641. For eastward movements, the dragging equipment detector is located just east of automatic block signal No. 685, and the defective equipment indicator is on the mast of Signal 658.  
That part of Rule 240-T stating "A member of train or engine crew must report to control operator immediately." does not apply. After train crew has inspected train for dragging equipment, Superintendent must be notified from first available point of communication.
11. **At Bloom**—Dual control switch at end of double track is automatically operated. Normal position of switch is for westward track.  
Time of all trains applies at end of double track.  
Westward siding blocked with cars except room on east end for 21 cars and on west end for 33 cars.
12. **At Jamestown, Yellowstone Division Instructions Govern.**
13. **Train Register Exceptions:**  
Lake Park for trains originating or terminating.  
Fargo for first class and extra passenger trains.  
Jamestown passenger station—First class and extra passenger trains only.  
At Dilworth, passenger trains will register by ticket.
14. **Clearance Provisions and Exceptions Rule 83(B)**—  
Manitoba Jct.  
At Dilworth, trains destined Ninth Subdivision will require clearance for Second and Ninth Subdivisions.  
At Fargo, all first class trains and extra passenger trains must obtain clearance.  
Fargo trains from Ninth Subdivision.
15. **Switches equipped with electric locks**—  
At Staples:  
East leg of wye on North Main track. Switch to pulpwood spur on South Main track.  
At Manitoba Jct.:  
East leg of wye.  
West leg of wye.  
East and west end of crossover.  
At Fargo, Ninth Subdivision Switch.  
At Buffalo, Double track switch.
16. **Spring Switches**—  
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.  
Unless otherwise specified, the normal position of spring switches is for main track.  
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.  
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.  
Sanborn, at east end eastward siding, equipped with facing point lock and switch key signal operation.  
Eckelson, west end siding, equipped with facing point lock and switch key signal operation.
17. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a

signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

### THIRD SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
CMStP&P. RR. Crossing 3.6 miles west of Wahpeton Jct.....	60 MPH.	35 MPH.
2. **Clearance Provisions and Exceptions Rule 83(B)—**  
Wahpeton Jct., trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
3. **Speed Test Boards—**  
Engineers shall test speed of their trains passing following points as compared with speed table:  
Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.
4. **Manual Interlockings—**  
Whistle signal for routes at Moorhead Jct.:
 

Third Subdivision .....	1 long, 1 short
Siding .....	3 long, 1 short
First Subdivision .....	1 long
5. Kent, when siding is occupied by a train, members of train crew must be stationed at Third Street crossing approximately 100 feet west of depot and also at State Aid road No. 7 crossing approximately 900 feet east of depot to flag highway traffic over these crossings.
6. **Train Register Exceptions—**  
Breckenridge, first class trains and extra passenger trains register by ticket at passenger station. Other trains register at yard office.

### FOURTH SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Freight	
Chaffee Line Jct. and Chaffee.....	20 MPH.	
2. **Clearance Provisions and Exceptions Rule 83(B)—**  
Wahpeton Jct. and Chaffee Line Jct. trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.
3. **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.
4. **Spring Switches with Facing Point Lock—**  
Casselton, east switch of siding. Spring switch light located on a separate mast. When a lunar aspect is displayed it indicates that the spring switch is in normal operating condition. When a red aspect is displayed Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.
5. **Manual Interlocking—**  
Second Subdivision crossing Casselton Tower, whistle signals for routes:
 

Main track .....	1 long
Siding .....	1 long, 1 short
6. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below.  
These instructions apply between the following points and Train Order Form Z is not required:  
Chaffee Line Jct. and Chaffee



## FIFTH SUBDIVISION

- | 1. Speed Restrictions—                | Maximum Speeds Permitted |
|---------------------------------------|--------------------------|
| Zone—Between                          | Freight                  |
| Sauk Centre and Cass Lake.....        | 30 MPH.                  |
| Absolute Signals of Interlockings at: |                          |
| Park Rapids Jct.....                  | 20 MPH.                  |
| Wadena .....                          | 20 MPH.                  |
2. The standard crossbuck grade crossing signs on Highway No. 371 one mile south of Wilkinson, Minn. have been removed. In the event of any train operation between Walker and Cass Lake trains must stop and arrange for a trainman to protect the crossing preceding the movement over the crossing.
  3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Fifth Subdivision, between Cass Lake and Park Rapids Jct.

## SIXTH SUBDIVISION

- | 1. Speed Restrictions—                            | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between                                      | Freight                  |
| Wadena and Mile Post 21.....                      | 40 MPH.                  |
| Mile Post 21 and Wahpeton.....                    | 35 MPH.                  |
| Wahpeton and Milnor.....                          | 45 MPH.                  |
| Over State Highway No. 18 crossing, Wyndmere..... | 25 MPH.                  |
| Milnor and Oakes.....                             | 30 MPH.                  |
| Fairview Jct. and Great Bend.....                 | 15 MPH.                  |
| Handling coal, Wadena Jct. to Fergus Falls.....   | 25 MPH.                  |
| Fergus Falls and Pelican Rapids.....              | 20 MPH.                  |
| Over public crossings within corporate limits—    |                          |
| At Fergus Falls.....                              | 12 MPH.                  |
| At Wahpeton .....                                 | 25 MPH.                  |
| At Oakes .....                                    | 10 MPH.                  |
2. **Bridge and Engine Restrictions—**  
 Diesel Engine Units and cars in excess of 248,000 lbs.—  

Mile Post 55 and Wahpeton.....	20 MPH.
Milnor and Oakes.....	20 MPH.
  3. **At Wadena**, track south of the eastward track, between the connection to eastward track and the first crossover to the eastward track, is designated as a siding.  
 Before occupying Second Subdivision main track, all trains will call the operator for information as to other train movements and avoid delay to important trains. Second Subdivision instructions govern.
  4. **At Fergus Falls**, trains must stop not less than twenty-five (25) feet from First Subdivision crossing over Rosengren spur, and then send flagman ahead to protect the movement.
  5. **Yard Limits—**  
 Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.
  6. **Train Register Exceptions:**  
 Wahpeton, for trains originating or terminating.
  7. Between Fairview Jct. and Great Bend, trains will not require train order or clearance, and will be governed by Rule 93.
  8. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99, is not required on the Sixth Subdivision.
  9. **Automatic Interlockings Not Indicated at Station—**  
 Between Everdell and Breckenridge  
 Twin Cities Division Crossing

## SEVENTH AND EIGHTH SUBDIVISIONS

1. **Speed Restrictions—**

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

Between Absolute Signals of Interlockings at:  
Aberdeen ..... 20 MPH.
2. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Aberdeen Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.  
Westward Seventh Subdivision trains will require Soo Line R.R. clearance at Breckenridge.  
Eastward Seventh Subdivision trains will require Soo Line R.R. clearance at Aberdeen or Rutland.
3. **Automatic Interlockings Not Indicated at Station—**  
CNW Crossing.....0.7 miles east of Aberdeen  
CMStP&P Crossing.....0.6 miles east of Aberdeen
4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Geneseo Jct. and Aberdeen on the Seventh Subdivision and between stations on the Eighth Subdivision.

## NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Fargo and Edgeley.....	40 MPH.
Edgeley and Streeter.....	25 MPH.
2. **Bridge and Engine Restrictions—**  
Diesel engine units over 248,000 lbs. restricted to 20 MPH between Edgeley and Streeter.
3. **At Fargo—**Switch leading to Second Subdivision is electrically locked.
4. **At Edgeley Junction,** normal position of switch is for Streeter branch.
5. **Yard Limits—**The tracks between yard limit signs east and west of Edgeley Junction, at Edgeley, and between Edgeley Junction and Edgeley will be operated as one yard.
6. **Sidings,** except at Leonard and Lisbon will also be used as industrial tracks.
7. **Train Register Exceptions:**  
Independence and Lamoure—Trains from Yellowstone Division only.
8. **Clearance Provisions and Exceptions Rule 83(B)—**At Fargo, trains from Second Subdivision will be governed by clearance furnished at Dilworth.  
At Independence, trains from Yellowstone Division will not require clearance.  
At Lamoure, trains from Yellowstone Division will not require clearance if train order signal indicates proceed.
9. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Ninth Subdivision between Fargo and Independence and between Lamoure and Streeter.

## TENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
MP 0 and MP 22 (Casselton and Lucca).....	25 MPH.
MP 22 and MP 36 (Alice and Eastedge).....	40 MPH.
MP 36 and MP 46 (Eastedge and Hastings).....	25 MPH.
MP 46 and MP 53 (Kathryn and Litchville).....	40 MPH.
MP 53 and Marion.....	15 MPH.
2. **Sidings,** west of Casselton will also be used as industrial tracks.
3. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Tenth Subdivision.

## ELEVENTH SUBDIVISION

1. **Speed Restrictions—**  
 Zone—Between Maximum Speeds Permitted  
 Sanborn and McHenry..... 40 MPH.
2. **At Sanborn—**Yard Limit sign does not apply on Second Subdivision.
3. **Sidings** west of Sanborn will also be used as industrial tracks.
4. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Eleventh Subdivision.

### 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