

BURLINGTON NORTHERN INC.

MINOT DIVISION

Special Instructions No. 1

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

Friday May 10, 1968

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 unless otherwise provided		50 MPH.
		Branch Line
Equipment	Main 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 and 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 and 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.
	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.

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.
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 **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—**

Zone—Between	Maximum Speeds Permitted
	Passenger Freight
Between Absolute Signals of Interlockings at:	
New Rockford, eastward trains over Yellowstone Division crossing.....	20 MPH.
Minot, all trains over footwalk just east of depot	10 MPH.
- 35 MPH.—Trains or engines on main routes, actuating the points of spring switches; trains or engines through No. 20 turnouts at following locations:
 - Vance West wye switch.
East switch of siding.
 - Nolan West siding switch and Third Sub-division Jct. switch.
 - Luverne East and west siding switch.
 - Juanita East and west siding switch.
 - New Rockford.. West yard lead.
 - Heimdal East and west switch.
 - Selz East and west siding switch.
 - Aylmer East and west siding switch.
 - Guthrie East and west siding switch.
 - Simcoe East and west siding switch.
 - Surrey All switches.
 - C K Switch Crossover between main track and eastward freight track.
2. **Train Register Exceptions—**

Nos. 31, 32, 27 and 28 will register by ticket at New Rockford.

Minot, first class trains and extra passenger trains will register at passenger station, other trains at yard office.

Vance, register when directed by Train Order.

Fargo Jct. register is only for freight trains.
3. **Clearance Provisions and Exceptions Rule 83 (B)—**

Minot Division Westward First Class Trains and extra passenger trains receive clearance at Fargo Passenger Station.

Fargo Jct., Nolan, Vance and Surrey, trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.

All trains must obtain Clearance at New Rockford.

Eastward freight trains originating at Gavin Yard will obtain clearance there.
4. **Speed Test Boards—**

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

Westward trains, between MP 10.7 and MP 11.7 approximately 1½ miles east of Prosper.

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

Vance, west wye switch and east switch of siding.

Normal position is for First Subdivision.

The following 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.

Vance east switch of siding.

6. **Dragging Equipment Detector Indicator—**
 Westward trains, 50 feet east of East siding switch Luverne.
 Eastward trains, on 10 foot mast at West switch Karnak.
 Eastward trains 2,800 feet west of signal 461.2. (Verendrye)
 Westward trains, at signal 458.5, approximately one mile east
 of Verendrye depot.
7. **Automatic Interlockings Not Indicated At Station—**
 Aylmer, 5.1 miles west.....Soo Line Crossing
8. **Restricted Clearances—**
 Minot stock yards, account elevated tracks north of bulkheads,
 employes must not get off on the south side from cars or
 engines while in motion.
9. **Minot—**
 Train No. 49 arriving Minot will head in on middle way track
 crossover approximately 400 feet west of Mouse River Bridge,
 Minot, and proceed through middle way to depot.
10. **At Minot—**Eastward and westward freight main tracks are in
 service between Soo Interlocking and Gavin Yard. They must
 be used in the assigned direction by all freight trains and yard
 movements, unless otherwise directed.
 Automatic block signals of the color light type are in service
 on these tracks for movements with the current of traffic. Cross-
 over switches, when not being used, must be left lined and
 locked in normal position on both the freight tracks and
 switching lead.
 All movements entering on these tracks at hand operated
 switches must contact the train order operator at Gavin Yard, 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.
11. Main track switches to spur track Clifton and spur track
 Dundas are not equipped with electric locks. Rule 268 (A)
 applies.
12. A member of crew must be on ground and protect all movements
 where Tatman Air Base spur crosses Highway 83.

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Passenger Freight
Between Absolute Signals of Soo Line	
Line Interlocking at Minot	20 MPH.

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

W. L. Switch	End of double track east end Gass- man Bridge.
Gassman	End of double track west end Gass-
Switch	man Bridge.
Des Lacs	End double track.
Berthold	East and west siding switch.
Blaisdell	East and west siding switch.
Stanley	East and west switches of control sidings north and south of main track.
Ross	West siding switch.
Williston	West yard lead.
Trenton	East and west siding switch and all crossovers.
Snowden	East and west siding switch.
Bainville	Siding switches.
2. **Train Register Exceptions—**
 Minot
 First class trains and extra passenger trains will register at
 passenger station, other trains at yard office.
 Berthold—Register for Fifth Subdivision trains only.

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

At Berthold, Stanley, Bainville and Snowden, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

All trains must obtain clearance at Williston.

Minot Division Clearance received at Havre will clear the train at Bainville. Montana Division trains must obtain their Montana Division Clearance at Williston which will clear the train at Bainville.

Westward Freight trains originating at Gavin Yard will obtain clearance there.

4. Speed Test Boards—

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

Westward trains, between MP 19 and MP 20, approximately 1 mile west of Lone Tree.

Eastward trains, between MP 91.5 and MP 92.5, approximately 1 mile east of Ray.

Westward—Between MP 139 and 140 approximately 4 miles west of Trenton.

5. Crossovers Not Indicated At Station—

Trailing Point—

5.2 miles east of Avoca.

6. Semi-Automatic Interlockings—

W. L. Switch—Gassman Switch, end of double track and single track over bridge, Gassman Bridge.

The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W. L. Switch" and eastward absolute signal at "Gassman Switch".

Both the switch at "W. L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for all train movements with the current of traffic. Routes for movements against the current of traffic are controlled by the train dispatcher at Minot.

The train on any approach control section first receiving a "Proceed" indication of the governing absolute signal will proceed, regardless of class.

When a train is stopped by the Stop indication and no immediate conflicting train movement is evident, trainman shall proceed to the telephone and communicate with the train dispatcher who will advise if train is being held for any purpose. If no instructions are received, or in case of failure of means of communication, train movement through the Interlocking Limits shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

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

Stanley Eastward governing absolute signal at west switch of control siding.

Ross Westward governing absolute signal on siding at west switch.

Wheelock Westward governing absolute signal on siding at west switch.

Epping Eastward governing absolute signal on westward main track end of double track.

Eastward governing approach signal on westward main track 8500 ft. west of end of double track.

8. Dragging Equipment Detector Indicator—

Eastward trains at signal 6.8 approximately eight miles east of Des Lacs.

Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH AND EIGHTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Casselton and Nolan.....	50 MPH.
Casselton and Vance.....	40 MPH.
Niobe and Northgate	20 MPH.
Berthold and Crosby	40 MPH.
Stanley and Grenora	30 MPH.
Bainville and Opheim	35 MPH.
Bowbells, between absolute signals of interlocking	20 MPH.
Noonan, coal mine tracks	5 MPH.
Crosby, over public crossings	10 MPH.

2. **Clearance Provisions and Exceptions Rule 83(B)—**
Nolan, Vance, Berthold, Stanley, Bainville, and Niobe. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

3. **Train Register Exceptions—**
Vance, register is only for trains when directed by Train Order.

4. **Spring Switches with Facing Point Lock—**
Casselton, east switch of siding.
Vance, west wye switch, normal position is for First Subdivision.
At the locations listed below there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect it means the spring switch is in normal operating condition. When this light displays a red aspect Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not be confused with the lunar aspect as shown in Consolidated Code Rule 240N.
Casselton, east switch of siding.

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

6. **Manual Interlockings—**
Casselton Tower, whistle signals for routes,
Main track— 1 long
Siding— 1 long, 1 short

7. **Manual Interlockings with Dual Control Switches—**
Casselton Jct. switch controlled by operator at Casselton Tower.

8. **Automatic Interlockings Not Indicated at Station—**
Bowbells 1.1 miles east.....Soo Line Crossing

9. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below.
Niobe and Northgate
Stanley and Grenora
Bainville and Opheim

10. Crews on all eastward trains handling ten or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstone.

NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH AND FOURTEENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Devils Lake and Surrey.....	60 MPH.
Churchs Ferry and St. John.....	40 MPH.
York and Dunseith.....	35 MPH.
Rugby and Antler.....	30 MPH.
Towner and Maxbass.....	20 MPH.
Granville and Sherwood.....	25 MPH.
2. **Engine Restrictions—**
 Eleventh and Thirteenth Subdivisions—Engines series SD7 and SD9 restricted to 20 MPH.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
 Churchs Ferry, York, Towner, and Granville, trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.
 Clearance received by first class trains and extra passenger trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.
4. **Automatic Interlockings Not Indicated at Station—**
 Soo Line RR. Crossing.....2.9 mi. east of Grand Harbor.
5. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below.
 Granville and Sherwood
 Towner and Maxbass
 Rugby and Antler
 York and Dunseith
 Churchs Ferry and St. John
6. **Speed Test Boards—**
 Engineers shall test speed of their trains passing following points as compared with speed table:
 Westward trains, between MP 94 and MP 95, approximately 2 miles west of Grand Harbor.
 Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.

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