BURLINGTON NORTHERN INC.

FARGO DIVISION

Special Instructions No. 1

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

Tuesday, March 3, 1970

Asst. Vice President
Transportation
H. J. SURLES

Asst. Vice President
Operations
R. H. SHOBER

Superintendent
B. V. COYER

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.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated, until it is positively known that such movement can be made safely.

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, 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	50 MPH.
	100 through 999	65 MPH.
	9916 through 9993	79 MPH.
NP	Engine 100	40 MPH.
	400 series, 600, 700 series	45 MPH.
	99 and 5400 series	55 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, 6000 series, 7000 series	65 MPH.
	2500, 2800, 3300, 3600 series	70 MPH.
	6500 series, 6600, 6700 series	75 MPH.
	Budd cars B-30, B-31, B-32, B-40, B-41, B-42 on rear of train only	79 MPH.
GN	14 through 16, 77, 80 through 83, 98, 99, 102 through 110, 112 through 131, 134 through 136, 145 through 162, 165 through 170	50 MPH.
	11 through 13, 17 through 23, 29 through 33, 100, 101, 163, 164, 186 through 195, 200 through 209, 271 through 276, 307 through 317, 448 through 474 even nos., 550 through 599, 600 through 678, 681 through 734, 900 through 915, 2000 through 2035, 3000 through 3040	65 MPH.
	320 through 333, 350 through 385, 400 through 440, 500 through 503, 505 through 512, 679, 680 R.D.C. 2350, 2500 through 2544	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. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	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 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.

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 800 feet on either side, and across Seventh Avenue Crossing, located one half mile east of Fargo Yard Office.

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Staples and Jamestown	75 MPH.	65 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
Except on curves		All Trains
MP 98 to MP 99 between Bloom and Jamestown		55 MPH.
Coal Trains:		
MP 59 (East of Peak) and Koldok		40 MPH.
Buffalo and Casselton		45 MPH.
At Detroit Lakes over Lake Street and Washington Avenue Crossings		55 MPH.
At Detroit Lakes trains picking up or putting off US Mail		30 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.

At Moorhead, all trains and yard engines stopping on main track between 4th St. and 14th St. crossing will not exceed 10 MPH from point where stop is made until engine passes either 4th St. or 14th St. to permit proper operation of crossing signal and gates.

2. **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.

Yard engines desiring to enter CTC territory must call control operator advising route to be used and will be governed by his instructions.

When necessary to perform switching over dual control switches on **engine track** or **freight leads,** authority must be obtained from control operator who will properly position and lock dual control switches. When this is done signals governing routes will display a flashing red aspect per Rule 240-A3, Figure 4 and switching may be carried on continuously while signals display this aspect.

If while switching the aspect of governing signals change to a stop indication per Rule 240-A1, Figure 4, the track must be cleared immediately and control operator contacted for further instructions.

An employe call light is mounted on bungalow located on north side of north main between Sixth and Seventh Streets. When call light is illuminated any employe observing it, except those on moving trains, must immediately communicate with control operator per Rule 248.

The east switch of the engine lead formerly controlled by interlocking operator is changed to a hand-throw switch. This switch is not within CTC limits and may be used without permission of control operator.

At Staples—

Electronic grade crossing predictors are installed at 6th Street and 7th Street crossings located East of Passenger Station.

Due to time out features on crossing signals, all trains and engines stopping in the vicinity of these crossings must proceed slowly when starting and crews must know that crossing gates are down before train or engine enters the crossing.

At Manitoba Jct.—

If Signal governing movement from Dakota Division Fifth Subdivision to Second 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.

Between Fargo and Dilworth—

Trains from Ninth Subdivision may run as eastward extra trains Fargo to Dilworth without train order authority. Crews of such trains must secure verbal authority from the operator Fargo before entering the Second Subdivision.

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

4. **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.

5. **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.

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

7. **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.

8. **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.

9. **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.

10. **At Bloom**—Dual control switch at end of double track is automatically operated. Normal position of switch 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.

11. **At Jamestown, Yellowstone Division Instructions Govern.**

12. **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.

13. **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 conductors on incoming first class through trains must deliver the train orders and clearances in their possession to the conductor who relieves them. Rule 83(b) is modified accordingly.
Fargo trains from Ninth Subdivision.

14. **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.

15. 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—**

Zone—Between	Maximum Speeds Permitted 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—**

Zone—Between	Maximum Speeds Permitted 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:
Chaffee Line Jct. and Chaffee

FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight
Sauk Centre and Cass Lake	80 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.

4. Fifth and Ninth Subdivision crossing 2.1 miles west of Walker.

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Wadena and Mile Post 21	40 MPH.
Mile Post 21 and Wahpeton	35 MPH.
Wahpeton and Milnor	45 MPH.
Over State Highway No. 18 crossing, Wyndmere	25 MPH.
Milnor and Oakes	35 MPH.
Fairview Jct. and Great Bend	15 MPH.
Handling coal, Wadena Jct. to Fergus Falls	25 MPH.
Fergus Falls and Pelican Rapids	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.—
Between MP 55 and Wapeton ..... 20 MPH.
Between Wapeton and Wyndmere ..... 25 MPH.
Between Milnor and Oakes ..... 20 MPH.
Trains handling 250 ton wreckin cranes ..... 20 MPH.
Series U25C, U28C, U33C and SD45 diesel engine units between Fairview Jct. and Great Bend ..... Not Permitted

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 Freight
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.
Verona, over Hiway No. 1 crossing	25 MPH.

2. **Bridge and Engine Restrictions—**
Diesel engines and cars in excess of 248,000 lbs:
Fargo and Edgeley ..... 30 MPH.
Edgeley and Streeter ..... 20 MPH.

3. **At Fargo**—Second Subdivision Special Instructions govern.

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 for 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)	30 MPH.
MP 36 and MP 46 (Eastedge and Hastings)	25 MPH.
MP 46 and Marion	40 MPH.

2. **Bridge and Engine Restrictions:**
Diesel units and cars in excess of 248,000 lbs. between Casselton and Embden ..... 20 MPH.

3. **Sidings,** west of Casselton 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 Tenth Subdivision.

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**

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