

**BURLINGTON
NORTHERN
INC.**

**MINOT
DIVISION**

**Special
Instructions
No. 1**

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

Tuesday, March 3, 1970

**Asst. Vice President
Transportation
H. J. SURLS**

**Asst. Vice President
Operations
R. H. SHOBER**

**Superintendent
P. B. RASMUSSEN**

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.
Scale test cars	35 MPH. 20 MPH.
Air dump cars (loaded)	35 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.
Rotary plows, wedge plows and 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, 15, 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.
350 through 385, 500 through 503, 505 through 512, 679, 680, 320 through 333, 400 through 440, 2500 through 2544.....	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.

5. 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.

7. Where radio controlled units are used in a train, the slave units must be placed in train approximately two-thirds back from the head end of the train. Train tonnage will be limited by number of cars which may be handled over the various diistricts, and tonnage rating of the locomotive units used.

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

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. 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.

6. 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.

7. 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).

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Casselton and Vance.....	40 MPH.
Niobe and Northgate	30 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.

8. 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 to 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 with Dual Control Switches—
Casselton Jct. switch controlled by operator at Casselton Tower.

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

8. 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

9. Crews on all eastward trains handling ten or more loads will set full retainers on the rear 80 percent of their cars at Flaxville and release these retainers at Redstone.

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

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---------------------------------|--------------------------|
| Zone—Between | 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			Time Per Mile			Miles		
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour	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						