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

Superintendent P. B. RASMUSSEN

	ALL SUBDIV	VISIONS	
1.	Speed Restrictions-	Maximum Speed	ls Permitted
	Speed Restrictions— Passenger trains		79 MPH.
	Freight trains		65 MPH.
	The above speeds are subject to strictions indicated under each	o modification unde	er speed re-
	All trains and engines through t	urnouts and gantlet	ts
	except as specified in special in fixed signals indicate otherwise.	nstructions or wher	e 12 MPH.
	Engines running light or with otherwise provided	caboose only unles	50 MPH.
	·	75 1 71	Branch
	Equipment	Main Line	Line
	Ore cars		20 MPH.
	Scale test cars		20 MPH.
	Air dump cars (loaded)		20 MPH.
	Wrecking derricks		15 MPH.
	Locomotive cranes		15 MPH.
	Pile drivers		15 MPH.
	Clamshells and shovels	30 MPH.	15 MPH.
	Jordan spreaders		15 MPH.
	Rotary plows, wedge plows and	dozers 30 MPH.	15 MPH.
	Log trains	30 MPH.	15 MPH.
	Diesel engines, wrecking cranes equipment must not be operated have not been previously operat that such movement can be made	l on subdivisions on ted until it is posit	which they
2.	Movement of Engines Dead in Tr Diesel engines not equipped with alignment control lock blocks with trains must be handled singly, n 5 cars or more than 15 cars from Other diesel units when in tower groups of more than 5 units, su to road units. Diesel units equip blocks must have lock blocks multiple groups.	n alignment control hen in tow in freig ot in groups and n m the road engine. dead in trains shoul ich units may be hoped with coupler	ht or mixed ot less than ld not be in andled next control lock
	Diesel Units Not Equipped with	Alignment Contro	l Devices-
	GN1 through 195		
	CBQ9103 through 9	1106	
- '	•	.39 through 9143, 9:	147 through
3	9153, 9203 (through 9248, 9400 49 through 9292, 9	AB through
	NP99 through 177 400 through 42 500, 501, 525, 602, 603, 651,	551, 555 through 5 700 through 724 1gh 803, 850 throug	58 h 8 53
	SPS11 through 55 856 through 86		
	Diesel Units Equipped with Coup GN550 through 59		Blocks
	CBQ200 through 20		7
	300 through 3 430 through 45	74, 400 through 41	.1
	NP200 through 3'	75, 552 through 554	L .
	562 through 56	59	
	SPS60 through 84		
	All other Diesel units are equ	upped with alignm	ent control

couplers.

	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	мрн.
		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	∠ ♥	10	MI 11.
	GIV	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,		
		through 209, 271 through 276, 307 through		
		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	70	MPH.
		Budd Car 2350, on rear of train only		
	SPS	11, 22 through 28, 40 through 45.	19	MFH.
	~~~	50 through 55	EΩ	MDH
٠.		60 through 98, 154 through 327, 856, 869		
		330 through 335, 150 through 153, 750.	00	MII 11.
		800 through 806	79	MPH.
8.	When	NP road passenger diesel units are coupled in		
٠.	with 1	road freight or road switcher units, the road	nac	TANGE
	units	must be trailing to avoid danger of sliding when t or road switcher units due to excessive brake	els (	on the
	pressu	re. The speed restrictions for freight and road	6177	ritahan
	units	must be observed to avoid damage to traction	mot	ors.
4.	Follow of trai	ring equipment loaded or empty must be handle ns, unless otherwise provided:	d o	n rear
	Outfit			
		ts (GN X4800 to X4975, X4410)		
		test cars (next ahead of caboose) ing derricks		
	Pile di	C		
	Loco c			
	Rotary	Snow Plows, dozers, wedge plows		
		spreaders		
	Air du	mp cars loaded or empty its — NP 117002 to 117892		
	rear of where	rs 80 feet or longer, loaded or empty, should be f train for movement over any grade of 1% or track curvature is 6° or greater.	piac mor	ed on e and
5.		flat spots on wheels develop on passenger trai		
-	any en	gine, conductor or engineer will immediately adv	rise	Chief
		cher and be governed by his instructions.		
6	Rules 2	200 and 83(B) and other rules pertaining to disignature on, train orders and clearances are	aut	hority
	to per	nd signature on, train orders and clearances are mit train orders and clearances to be issued by	mo th	dified le au-

- to permit train orders and clearances to be issued by thority 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 diestricts, and tonnage rating of the locomotive units used.

9916 through 9993..... 79 MPH.

### FIRST SUBDIVISION

1.	Speed	Restrictions-	

Maximum Speeds Permitted

Minot, all trains over footwalk just east of depot

10 MPH.

35 MPH.—Trains or engines 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 Subdivision Jet. 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.

CK Switch ...... Crossover between main track and eastward freight track.

### 2. Train Register Exceptions-

Nos. 31 and 32, 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.

8. 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.

### 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.

 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. Crossover 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.

- 10. Main track switches to spur track Clifton and spur track Dundas are not equipped with electric locks. Rule 268 (A) applies.
- 11. A member of crew must be on ground and protect all movements where Tatman Air Base spur crosses Highway 83.

### SECOND SUBDIVISION

	SECOND SORDIAISION
1.	Speed Restrictions— Maximum Speeds Permitted  Zone—Between Between Absolute Signals of Soo Line Interlocking at Minot
	85 MPH.—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 LacsEnd double track.
	BertholdEast and west siding switch.
	Blaisdell East and west siding switch.
	Stanley East and west switches of control sidings north and south of main track.
	TempleWest siding switch.
	RossWest siding switch.
	WillistonWest yard lead.
	Trenton East and west siding switch.
	Snowden East and west siding switch.

### 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.

Bainville .....Siding switches.

### 8. 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. 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 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

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

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

Niobe and No Berthold and Stanley and ( Bainville and Bowbells, bety Noonan, coal		ls of interloc	king	Fr 40 30 40 30 85 20	MPH. MPH. MPH. MPH. MPH. MPH. MPH. MPH.
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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.

as shown in Consolidated Code Rule 240N.

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 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

Casselton, east switch of siding.

- 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.
- 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 30 percent of their cars at Flax-ville and release these retainers at Redstone.

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

1.	Speed Restrictions— Zone—Between	Maximum Speeds Per Fi	mitted eight
	Devils Lake and Surrey	60	MPH.
	Churchs Ferry and St. John	40	MPH.
	York and Dunseith	35	MPH.
	Rugby and Antler		MPH.
	Towner and Maxbass	20	MPH.
	Granville and Sherwood		

### 2. Engine Restrictions-

Eleventh and Thirteenth Subdivisions—Engines series SD7 and SD9 restricted to 20 MPH.

8. 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

			1710111		
Time P	er Mile Sec.	Miles Per Hour	Time F	er Mile Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1 1	20	45.0
	48	75.0	1 1	22	43.9
		73.5	1 1	24	42.9
	49	72.0	1 1	26	41.9
	50 51	70.6	1 1.	28	40.9
	51 52	69.2	7	30	40.0
	53	67.9	1 1 1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	11 1	39	36.4
	56	64.3	ll î	42	35.3
	<b>5</b> 7	63.2	ll i	45	34.3
	58	62.1	1 1 1	50	82.7
	59	61.0	1 7	55	31.3
		60.0	1 2 2 2 2 2 2 3 3 4 5		30.0
1	0		6	10	27.7
1	Ţ	59.0 58.1	6	20	25.7
4	2	57.1	5	30	24.0
1		56.3	5	40	22.5
1	Ę.	55.4	5	40	20.0
1	6	54.5	្ត	30	17.1
1	7	53.7	Ä		15.0
‡	ė	52.9	ll E		12.0
1	1 2 3 5 6 7 8	52.2	6		10.0
1	10	51.4	7		8.6
1	12	50.0	8		7.5
1 1	14	48.6	9		6.7
1	16	• 47.4	10		6.0
ī	10		11 10		0.0