

BURLINGTON NORTHERN INC.

TWIN CITIES REGION

**MINNESOTA, WISCONSIN, AND
DAKOTA DIVISIONS**

Special Instructions No. 8

**IN EFFECT AT 12:01 A.M.
Central Standard Time
AND
MOUNTAIN STANDARD TIME**

Sunday, October 29, 1978

**Asst. Vice President
Transportation
H. R. PIERCE**

**Vice President and
General Manager
R. H. SHOBER**

**Superintendent
Minnesota Division
E. L. PHILLIPS**

**Superintendent
Dakota Division
W. A. HATTON**

**Superintendent
Wisconsin Division
W. S. BYRNE**

ALL SUBDIVISIONS

1. Speed Restrictions—

Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under each subdivision.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under individual subdivision.

Freight trains up to 100 Tons/O.B.* 60 MPH.
Freight trains over 100 Tons/O.B.* 50 MPH.

*Tons per operative brake (Tons/O.B.) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains 40 MPH.
Loaded unit coal trains 45 MPH.
Empty unit coal trains 50 MPH.
Engines running light or with caboose only. 50 MPH.

All trains and engines through turnouts except as specified in special instructions or where fixed signals indicate otherwise 12 MPH.

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psgr. Trains	Freight Trains
Zero degrees to 10 below zero	65 MPH.	50 MPH.
11 degrees below zero and colder	60 MPH.	45 MPH.

	Main Line	Branch Line
--	--------------	----------------

Equipment—		
Loaded BN ownership C2-covered hoppers (less than 2200 cubic capacity)	50 MPH.	
Ore cars	45 MPH.	20 MPH.
Scale test cars except WO-3, 4, 5	35 MPH.	20 MPH.
Air dump cars (loaded).	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow).	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader.	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes.	30 MPH.	15 MPH.
Ribbon rail cars (loaded).	35 MPH.	25 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed Diesel Units Dead in Tow—

Switcher units with friction bearings	35 MPH.
Switcher units with roller bearings	50 MPH.
Road switcher and other units	60 MPH.

1A. Control of Harmonic Rocking—

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 4000-4197, 6000-6255, 9900-9925
FW&D 605-610, 700-703, 850-859
C&S 150-842

3. Remote Control (RCE-1) Operation—

Locomotives not equipped with alignment control coupler or bolster stops (see Item 2) must not be operated in RCE-1 consists. Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

C30-7, F-45, SD-40, SD-45, U-25C, U-28C, U-33C, U-30C

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

3A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989,

1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997
FW&D 700-703

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Where cars listed in first sentence of item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of trains so equipped.

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 4A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3B. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.
Groups VII thru X are 6 axle units.

Group	Types	Unit Numbers	Weight (000)
I	SW-1	80-97	198-200
II	NW-5	986-995	217
III	SW-1-12, NW-2-12	1-14, 98-250, 375-595	232-255
	SW-12, NW-2	C&S 150-153, 156-160	246-250
	"	FWD 605-610	"
	F7-9	602-853	232-250
	GP-5	1350-1365	243
	GP-7	1510-1623, 1633, 1643	246-250
	"	FWD 700-703	"
	GP-9	1723-1760, 1808-1830	246-251
	"	1884-1891, 1902-1972	"
	GP-18	1990-1998	248
IV	SW-15	300-324	255-262
V	GP-7	1625-1632, 1634-1642	254
	GP-9	1700-1722, 1761-1807	255-259
	"	1831-1883, 1973-1980	"
	GP-10	1400-1436	257
	GP-20-30-35-38	2000-2545	257-267
	A415-424, ARS-3-11	4010-4246	245-258

VI	GP-40	3000-3039	275
	A-425	4252-4264	271
	U25B-28B-30B	5400-5484	269-275
	SW-7	C&S 154	274
VII	SD-7	6048-6059	298
VIII	SD-7-9	6023-6047, 6127-6206	316-326
		C&S 810-842, FWD-850-859	"
IX	SD-7-9-24	6000-6022, 6100-6126	344-346
		6240-6255	"
X	A636	4360-4369	393
	U23C-25C-28C	5200-5208, 5600-5677	370-392
	U30C, C30-7	5300-5394, 5500-5566	410-417
	"	C&S 890-893	"
	U30C-33C	5700-5765, 5800-5944	388-411
	SD40-45, F-45	6300-7074, 8000-8029	369-416
	SD40-45	C&S 868-887, C&S 900-996	382-416
	"	C&S 7832-7868	"

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars
Scale test cars (next ahead of caboose) except WO-3, 4, 5
Pile drivers
Locomotive cranes
Rotary snowplows, wedge plows, dozers
Jordan spreaders
Rear end only cars.

Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

Cars weighing less than 50 tons, gross weight
Flat cars with one loaded trailer
Flat cars with empty trailers
Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivisions.

Exception—Trains consisting entirely of cars 80 foot and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

6. Instructions For Safety Inspection—

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

- A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
- No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.

- c. Open top loads, including trailers and containers on flat cars, must be safely loaded.
- d. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
- e. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs can be made.

7. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars in Railroad Transportation," in their possession and be familiar with its contents.

All carloads of chlorine and anhydrous ammonia must not be cut off while in motion and no car(s) moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

F.R.A. Emergency Order No. 5—

- (a) DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR 179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.
- (b) The shipping papers required by 49 CFR 172.203(g)(2), 174.25(a), for DOT specification tank cars 112A and 114A containing flammable gas, placarded Flammable Gas, and not equipped with head shields must carry the notations "DOT 112A" or "DOT 114A" and either "must be handled in accordance with FRA E.O. No. 5" or "shove to rest per E.O. No. 5."
- (c) Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

Note: For complete information on these regulations, consult R.M. Graziano's Tariff or B.E. Pamphlet 20.

When derailment or incident occurs involving hazardous materials:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other documents which may be available, determine special precautions to take when making inspection, i.e., protective clothing, breathing apparatus, etc.
- c. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- d. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- e. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

8. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at yard speed as required in Rule 93.

9. Train Inspection and Failed Equipment Detector Instructions—

When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made or when notified that a failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service hot box detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of hot box detector which failed to detect the hot journal, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

Failed Equipment Detector Instructions—

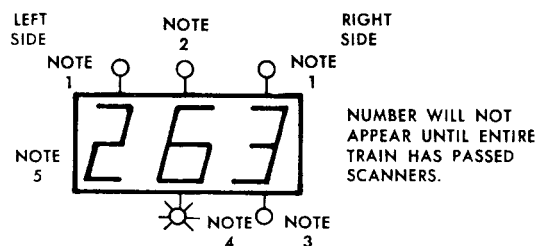
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

DEFECTIVE EQUIPMENT DISPLAY AS VIEWED FROM APPROACHING TRAIN



Note: 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated. Stop and inspect train.

Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

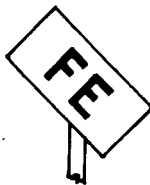
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on defective equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

10. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

11. Railroad Crossings at Grade—

At a railroad crossing at grade protected by signals; trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

12. Automatic Interlockings—

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, employees must be governed by instructions posted in the release box.

13. Rules Changes and Modifications—

Consolidated Code Rule M and BN Safety Rule 94—

BN Safety Rule 94 and the second, third, and fourth paragraphs of Consolidated Code Rule M are cancelled and the following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

Consolidated Code Rules 12 and 14—

On Burlington Northern and affiliated lines, Consolidated Code Rules 12 and 14 are modified to include:

"In the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed."

These instructions in no way modify the requirement for trackmen to display flags as required by maintenance of way rules.

Consolidated Code Rule 26—

BLUE SIGNAL PROTECTION OF WORKMEN

Definitions—

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components,

including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workman are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

RULE 26(B)

Engine Servicing Facilities—

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection—

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks and Tracks with Remotely Controlled Switches—

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification.

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

Consolidated Code Rule 34—

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signal and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Consolidated Code Rule 93—

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

Trains must clear other trains which are superior as prescribed by Rules 86 and S-87.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

Consolidated Code Rule 99—

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- a) In ABS territory, when rear of train is protected by at least two block signals.
- b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.).
- c) When rear of train is within interlocking limits.
- d) When a train order or special instructions provides that flag protection is not required.

NOTE: These provisions do not apply to any unit of equipment which does not actuate the block or cab signals or to a work extra.

Flagman's signals:

Day Signals—A red flag not less than *ten* torpedoes and *six* red fuses.

Night Signals—A white light, not less than *ten* torpedoes and *six* red fuses.

Consolidated Code Rule 103 (C)—

103(C): Cars on any track must be left clear of crossings and so as not to actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

Consolidated Code Rule 103 (E)—

103(E): Cars must not be handled ahead of engine between stations outside of yard limits except when necessary to take cars to or from spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

Consolidated Code Rules 200 and 83 (B)—

Rules 200 and 83(B) and other rules pertaining to authority for and signature on train orders and clearances are modified to permit them to be issued by the authority and over the signature of the chief dispatcher.

Consolidated Code Rule 211—

At stations designated by the division superintendent, duplication of slow and cautionary orders may be done mechanically on copier machine.

Consolidated Code Rule 213—

A set of train orders will be furnished the rear trainman on all passenger trains.

Consolidated Code Rule 214—

The following paragraphs are added to Consolidated Code Rule 214:

When a train and/or engine crew are relieved on line account hours of service or for other reasons, if the train orders, clearances and messages can not be personally delivered to the relieving crew, unless otherwise instructed, conductor will leave all train orders, clearances and messages in envelope on caboose desk and engineer will leave same in envelope on engine. Both conductor and engineer will show correct designation of train, date, location and signature on front of envelope.

Conductor of relieving crew must compare order numbers with engineer and unless otherwise instructed, conductor must contact train dispatcher before proceeding.

If the train dispatcher annuls the train orders by operator or directly to a member of the crew of the train or trains involved, all train orders and clearances must be removed from the engine and caboose by the crew being relieved.

The train dispatcher must instruct the relieving crew, before they leave their terminal, of the location where they will pick up train orders (including slow and cautionary orders).

Form H Train Orders—

When a work extra has been instructed to clear or protect against an extra train after a specified time and it is desired to extend such time, the following may be used:

"Work extra _____ (clear or protect against) Extra _____ (direction) after _____ M instead of _____ M."

The above example must be used to extend clearing time and may be used to extend protecting time.

When a work extra has been instructed to protect against an extra train after a specified time and it is desired to extend such time, if intended for other trains to use the additional time, Form E Example (3) order may be used and applied to extra trains.

If intended to extend such time only to the work extra, Form S-E Example (1) order must be used and applied to extra trains.

Necessary identification of a work extra by a train when required by Rule 89 must include confirmation by the Conductor of the work extra that their entire train has arrived.

Form W Train Orders—

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows. These examples will show the train order number as well as the date.

Examples

- (4) Extra 37 West register at C on Order No. _____ of _____ (Date).
- (5) Extra 38 East may check register at C against Extra 37 West on Order No. _____ of _____ (Date).
- (6) No. 2 may check register at C against Extra 37 West on Order No. _____ of _____ (Date).

When used in this manner, it will not be necessary that the train authorized to check the train register have a copy of the train order instructing an extra train to register.

The train instructed to register will insert the train order number and date of train order in the column of train register captioned "Signals."

The train authorized to check the register will check the column captioned "Signals" for the train order number and date to ascertain that it is the same as the train order number and date shown on their train order authorizing them to check the register.

Consolidated Code Rule 281—

In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

Railroad Radio Rules—

Consolidated Code of Operating Rules 650 through 663 and BN Safety Rules 685 through 696 are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.
401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.
402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.
403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to

cover initial reports of derailments, collisions, storms, wash-outs, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.

404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.
406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.
407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:
 - A. BASE OR WAYSIDE STATIONS:
 1. Name or initials of the railroad.
 2. Name of office or other unique designation of the station, and location of station.
 - B. MOBILE UNITS:
 1. Name or initials of the railroad.
 2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.
408. An employee receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.
409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:
 - A. Relates to yard switching operations.
 - B. Is a recorded message from an automatic alarm device.
 - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".
411. To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".
412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.
413. Radio communication must not be used to avoid compliance with any operating rule.
414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.
415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.
419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.
420. When radio is being used in lieu of hand signals both the direction and distance to be travelled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:
 - A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.
 - B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
 - C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
 - D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "complete" and the time.
 - E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
 - F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "complete" has been acknowledged by the train being restricted.
 - G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.
422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.
423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.
424. Citizens band radios must not be used for railroad operating purposes.

Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

Consolidated Code Rule 729—

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation of hazardous materials, and be governed thereby. When handling cars containing hazardous materials, it must be known that they are in proper place in the train.

Consolidated Code Rule 957—

At stations designated by the Division Superintendent, duplication of train location lineups may be done mechanically on copier machines.

BN Safety Rule 144—

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A) When air hoses are to be uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- Have both angle cocks closed. When disconnecting yard air line, valve must be closed.
- Take firm grip on hose coupling and apply upward pressure.
- Break connection gradually to release pressure in hose.
- Turn face away from air hose connection as pressure is released.
- When practicable, keep one foot outside of rail.

144(B) When air hoses are to be uncoupled on freight cars by trainmen and yardmen:

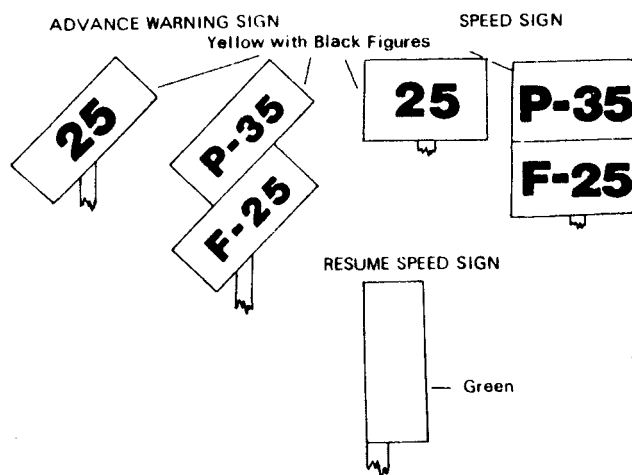
- Have both angle cocks closed.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

BN Air Brake and Train Handling Rule 202 and BN Safety Rule 217—
have been modified to include a second paragraph which reads:

“When necessary to work under cars in trains where inadvertent movement of the car being worked on could occur, sufficient hand brakes must be applied adjacent to the car to prevent such movement.”

BN Speed Signs—

On subdivisions specified by bulletin, existing speed signs have been replaced by BN speed signs as illustrated below; Rule 240W and instructions on pages 126 and 127 of the Consolidated Code are changed accordingly.



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.
Figures preceded by letter F apply to freight trains.
Figures not preceded by a letter apply to all train and engine movements.

When Speed Is To Be Reduced

An “Advance Warning” sign is placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a “Speed Sign” will repeat the permissible speed. This lower speed is effective until a “Resume Speed” sign or another “Speed Sign” is displayed.

When Speed Is To Be Increased

At the end of a Reduce Speed zone, a train or engine will be governed by one of the following signs:

- A “Speed Sign” displaying a higher speed.
- A “Resume Speed” sign which will authorize the maximum permissible speed on that subdivision.

In either case, the speed must not be increased until the entire train has passed the sign displayed.

14. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338-11-76, are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

15. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

16. Signal Aspects and Indications—

BN signal aspects and indications as contained in pamphlet Form 15307 dated 2-1-77 are in effect. Special signal aspects and indications as shown for Burlington lines on pages 118, 119, 120, and 121 in the Consolidated Code of Operating Rules, remain in effect.

MINNESOTA DIVISION

(Northtown - Dilworth)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Passenger	Freight
Zone—Between		
Northtown and Interstate	60 MPH.	45 MPH.
Interstate and Dilworth	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
All Trains—		
Through No. 20 turnouts at Coon Creek, east and west crossover switches and main line switch to NSP Spur track at Becker, at Gregory, Philbrook, end of double track Interstate, and at west end of material yard lead in west end of Northtown receiving yard		35 MPH.
Through No. 16 turnouts at following locations		30 MPH.
East and west switches at:		
Little Falls		
Darling		
Randall		
Lincoln		
Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.

At Becker, from 1.6 miles beyond main line switch to leaving switch of loop track.	12 MPH.	
At Clear Lake, on siding	10 MPH.	
Little Falls—On controlled siding between MP 107 and east switch of siding	20 MPH.	
At Detroit Lakes over Lake Street and Washington Avenue crossings.	55 MPH.	
Between Elk River and Priceton	25 MPH.	
Head end speed restrictions for West-bound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
On Eastward track at signal 101.5 between Royalton and Gregory . .		45 MPH.
Signal 104.7 between Gregory and Little Falls	40 MPH.	30 MPH.
Signal 125.1 between Randall and Lincoln	55 MPH.	45 MPH.
Signal 132.5 between Lincoln and Philbrook.	55 MPH.	45 MPH.
Signal 138.9 between Philbrook and Staples on north main track. . . .	50 MPH.	40 MPH.
Signal 209.5 between Frazee and Detroit Lakes	55 MPH.	45 MPH.
Signal 228.9 between Lake Park and Manitoba Jct.	55 MPH.	45 MPH.
Signal 232.1 between Manitoba Jct. and Hawley	55 MPH.	45 MPH.
Head end speed restrictions for East-bound freight trains:		
Signal 223.6 between Manitoba Jct. and Lake Park.	55 MPH.	45 MPH.
Signal 148.6 between Aldrich and Staples	35 MPH.	26 MPH.
At Eastward Home Signal at MP 140.17 on South Main at Staples .	15 MPH.	10 MPH.
Signal 120.4 between Lincoln and Randall	55 MPH.	45 MPH.
Eastward Home signal at west end of siding at Little Falls	50 MPH.	40 MPH.
Signal 104.8 between Little Falls and Gregory	55 MPH.	45 MPH.
Eastward approach signal 41.2 at Elk River.	55 MPH.	
Eastward approach signal 23.0 at Coon Creek	55 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
Over 52.5 feet long	315,000 lbs.

Diesel units heavier than Group 5 not permitted on following tracks:

Anoka	Howard Lumber (LH T.O.)
Anoka	Anoka Electric (RH T.O.)
Anoka	Rum River Lumber (LH T.O.)
Royalton	South Spur
Royalton	Elevator Track
Little Falls	Track 3, 4 and 8
Little Falls	All Spur Tracks
Randall	House Track
Randall	Spur Track
Lincoln	House Track
Staples	TexGas Spur
Staples	Lampert Spur
Staples	House Track
Staples	North Team Track

Staples	South Team Track
Aldrich	House Track
Verndale	Tomlinson Spur
Verndale	House Track
Wadena	North Track
Wadena	House Track
Wadena	Oil Spur
New York Mills	North Elevator Track
New York Mills	South Elevator Track
Perham	House Track
Perham	Tuffy's
Perham	Land-O-Lakes Creamery
Frazee	Elevator Spur
Detroit Lakes	Oil Spur
Detroit Lakes	City Spur
Detroit Lakes	North Elevator Track
Detroit Lakes	North Track
Audubon	Elevator Track
Lake Park	Run-A-Round Track
Lake Park	Elevator Tracks

3. Train Register Exceptions—

Northtown—Through trains will register by ticket.

Dilworth—Passenger trains register by ticket.

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

Staples—All trains will require clearance.

Manitoba Jct., Glyndon and Wadena—Rule 83(B) does not apply.

St. Cloud—All trains entering the First Subdivision will require clearance at St. Cloud.

Manitoba Jct.—Trains from the Wisconsin Division Fourteenth Subdivision and at Glyndon, trains from the Wisconsin Division Fifteenth Subdivision must obtain verbal authority from the dispatcher through the operator at Dilworth before entering Minnesota First Subdivision.

In CTC Territory—Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

Dilworth—Rule 83(B) does not apply to eastward passenger trains.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Sidings—

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.

Loaded unit coal and potash trains will not use sidings except in CTC.

Staples—Trains containing 35 or more loads of coal can use only yard tracks 1 through 4.

In CTC territory the following switches to spur track off siding are not equipped with electric locks and Rule 268(A) applies: Randall, Lincoln.

7. Sartell—Eastward trains using the east switch of the eastward siding for switching, will leave their train west of the crossing signal restart sign located approximately 900 feet west of the east switch.

8. Little Falls—A city ordinance prohibits blocking any street crossing for longer than 10 minutes, with particular emphasis on Broadway Street crossing (Highway No. 10).

Engineers of eastward extra trains making pickup will stop their trains a sufficient distance from roadway crossing to insure crossing will not be blocked when cars are added to the train.

Trains being met or passed at Little Falls will stay clear of Broadway crossing, stopping if necessary until all vehicular traffic held by proceeding train has been allowed to clear the crossing.

Track No. 7 will be used for run around track. Track No. 8 will be used for storage. 200 feet of east end and west end of track No. 8 will be kept clear of cars, so this portion of track No. 8 can be used by switch crew for switching.

9. Staples—

A city ordinance prohibits blocking any street crossing for longer

than 10 minutes. Eastward and westward extra trains will stop their trains sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Extra trains being met or passed at Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossing.

10. Richards Spur—Close clearance at loading chute on both spur tracks.

Trains or engines crossing over from eastward main track to westward main track must wait 10 minutes instead of 5 minutes as provided by Rule 513.

11. Manitoba Jct.—

If signal governing movement from Wisconsin Fourteenth Subdivision to Minnesota First 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.

12. Glyndon—Trains moving from Minnesota First Subdivision to Wisconsin Fifteenth Subdivision must stop within 50 feet of Highway 10 crossing north of Glyndon to activate highway protection.

13. Becker—Remote controlled interlocking supervised and controlled by train dispatcher at Mpls.

East and west crossover switches and main line switch to NSP spur track are dual control switches.

The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for facing point movements which indicates lunar when switch is properly lined for facing point movement and red when switch is not properly lined.

The following signals are located to left of track which they govern:

Moving eastward on westward track signal 59.8.

Moving eastward on westward track home signal at Becker interlocking.

Moving westward on eastward track signal 54.7.

Moving westward on eastward track home signal at Becker interlocking.

14. Between Interstate and Northtown—

First class trains observing cars on south runner track must sound whistle signal 15(L) approaching these cars.

15. Northtown—Road crossing located at the west end of receiving track No. 5 in the receiving yard is designated *Fire Lane* crossing. Inbound trains are not to block this crossing when yarding trains on receiving track No. 5.

MINNESOTA DIVISION

(Lyndale Jct. - Breckenridge)

SECOND SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted | |
|---|---|--------------|
| Zone—Between | Passenger | Freight |
| Lyndale Jct. and Breckenridge | 79 MPH. | |
| Loaded unit coal trains | | 40 MPH. |
| Trains or engines through No. 20 turn-outs at following locations | | 35 MPH. |
| End of double track, Wayzata. | | |
| East and west crossover switches at Wayzata. | | |
| East switch of sidings at Wayzata, Darwin, Litchfield, and Benson. | | |
| West switch of sidings at Wayzata and Campbell. | | |
| East and west switches of sidings at Delano, Howard Lake, Cokato, Dassel, Atwater, Kerkhoven, Morris, Donnelly, and Norcross. | | |
| End of two main tracks at MP 98 and MP 105. | | |
| Crossover just west of stockyards at Willmar and east crossover switch at Benson. | | |
| East switch at Breckenridge. | | |
| Head end speed restrictions for West-bound freight trans: | | |
| At Westward control signal at MP 192.34 at east end of controlled siding at Tintah | | 55 MPH |
| Signal 99.3 on north main track between Kandiyohi and Willmar | | 50 MPH. |
| Signal 99.5 on south main track between Kandiyohi and Willmar | | 50 MPH. |
| Signal 96.3 between Atwater and Kandiyohi | | 55 MPH |
| Signal 96.3 between Atwater and Kandiyohi—Loaded coal trains | | 45 MPH. |
| Head end speed restrictions for East-bound freight trains: | | |
| At Eastward control signal at MP 193.93 at west end of controlled siding at Tintah | | 55 MPH. |
| 2. Bridge, Engine and Heavy Car Restrictions— | | |
| Cars heavier than the following not permitted without authority of Superintendent: | | |
| 40 feet or less in length | | 220,000 lbs. |
| 40 feet to 52.5 feet in length | | 263,000 lbs. |
| Over 52.5 feet long | | 315,000 lbs. |
| Diesel units heavier than Group 5 not permitted on following tracks: | | |
| Mpls. (Lyndale Jct. to Wayzata) | ML 5 between Holden St. & Washington Ave. | |
| Mpls. (Lyndale Jct. to Wayzata) | Hopkins Line | |
| Pennock | Midland Coop Spur | |
| 3. Train Register Exceptions— | | |
| Willmar—Register is for freight trains only. | | |
| Breckenridge—First class trains and extra passenger trains register by ticket at passenger station. Other trains register at yard office. | | |
| Lyndale Jct.—All trains register by ticket. | | |
| Morris—Register is for trains originating and terminating only. | | |

4. **Clearance Provisions and Exceptions Rule 83(B)—**
 All trains must obtain clearance at Willmar.
 Lyndale Jct.—Westward first class trains will not require a clearance if train order signal indicates proceed.
 Eastward First Class trains will require a clearance to operate on the 5th Subdivision.
 Westward Fourteenth Subdivision trains will require Soo Line clearance at Breckenridge and will not require a clearance at Aberdeen Line Jct.
 Wayzata—Rule 83(B) does not apply.
 In CTC Territory—
 Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.
5. Rule 99—When flagging is required, distance will be 2.5 miles.
6. **Speed Test Boards—**
 Engineers shall test speed of their trains passing following points as compared with Speed Table:
 Westward trains between MP 18.75 and MP 19.75 five miles east of Wayzata.
 Eastward trains between MP 87 and MP 86 two miles west of Grove City.
 Westward trains between MP 110 and MP 111 one mile west of Pennock.
 Eastward trains between MP 205 and MP 204 two miles east of Doran.
7. **Automatic Interlockings not Indicated at Station—**
 Soo Line crossing 2.17 miles west of Tintah.
8. **Instructions Governing Operation of Train and Engines within CTC—**
 Two main tracks known as NORTH MAIN and SOUTH MAIN extends between the following points:
 MP 98 and MP 105.
9. **The Following Signals are Located to the Left of the Track which They Govern—**
 Eastward on North Main Track—Signal 99.4.
 Westward on South Main Track—Signal 99.5.
 Benson—Double crossover at MP 132 for westward movements from main track to controlled siding and for eastward movements from controlled siding to main track.
 Morris—Eastward governing absolute signal on main track at east end of siding.
10. **Main Track Switch not Equipped with Electric Lock—**
 Maple Plain—Paper Products spur. Rule 268(A) applies.
 Atwater—Jennie-O-Foods spur. Rule 268(A) applies.
11. **Sidings—**
 Loaded unit coal trains and potash trains not permitted to use sidings at Cokato, Dassell, Litchfield, and Donnelly.
12. **Lyndale Jct.—**Eastward freight trains having cars to set out at this point will stop before passing eastward absolute signal to make setout.
13. **The following crossings must be protected by flagman:**
 Campbell—On house track over state aid road No. 11 just west of depot.
 Donnelly—On industry track over Fourth Street crossing.
 Waverly—Over Fourth Street crossing.

14. **Minneapolis Terminal Area—**
 City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.
15. **Litchfield—**
 New Hays Derail—Hand operated without switch stands placed in service on Land O'Lakes industry track 40 feet east of Swift Avenue crossing. Train crews must notify dispatcher when cars are spotted at extreme east door at Land O'Lakes, as cars spotted this location will foul house track. Train dispatcher must then protect with train order.
16. **Maple Plain—**Normal position of switch leading into spur No. 2 will be lined for spur No. 2.

MINNESOTA DIVISION

(Willmar-Sioux City)

THIRD SUBDIVISION

1. **Speed Restrictions—**
 Zone—Between
 Willmar and Ferry Maximum Speeds Permitted
 49 MPH.
 Loaded unit trains Willmar and Ferry 40 MPH.
 Ferry and Sioux City—Bridge derrick 975501 and 250-ton wrecking derrick must not operate, other derricks 10 MPH.
 Between absolute signals of interlockings at Wren Tower. 20 MPH.
 IC crossing, 2.89 miles west of Sioux City 25 MPH.
 Raymond—Through village 25 MPH.
 Trains or engines through turnouts at following location. 35 MPH.
 Sioux City—West switch 26th Street yard.
 Item 1A, All Subdivisions, applies between MP 0 and MP 34, between MP 120 and MP 142 and between MP 158 and MP 222.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 feet or less in length. 220,000 lbs.
 40 feet and over 263,000 lbs.
 Diesel units heavier than Group 5 not permitted on following tracks:
 Pipestone. Rock Island Track (Quarry to Lumber Co.) and Milwaukee Transfer Track
 Sioux City American Popcorn Plant
 Sioux City Rip Tracks 1, 2, 3
 Sioux City Terminal Elevator Tracks 2, 3, 4
 Sioux City FUGTA Tracks 7, 8, 9
 Ferry Laketon Scale Track
 Ferry South Sioux Line Track from 600 feet north of switch to end of track
 Ferry Old Main
 Following are car restrictions over Missouri River Bridge No. 106.6 between Floyd and Sioux City:
 Maximum Gross weight of cars must not exceed 210,000 pounds without authority of superintendent.
 70-ton hoppers, gondolas or cement hoppers exceeding gross weight of 160,000 pounds must not be handled in blocks of more than four (4) cars. These blocks must be separated from other similar blocks and from locomotive by a minimum of five (5) cars with average gross weight for each car not to exceed 150,000 pounds.
 Ore cars loaded with ore must not be handled over this structure without authority of superintendent.

Following are engine restrictions over the Missouri River Bridge No. 106.6 between Floyd and Sioux City:

NW-12, SW-15, GP-10, GP-20, GP-38, GP-38-2, GP-30, GP-35, GP-40, A-415, A-424, A-425, U25B, U30B, A-636, U23C, U30C, C-30-7, U25C, U28C, U33C, SD-9, SD-24, SD-40, SD40-2, SD-45, F-45, E-8, E-9, F40PH, SDP40F, P30CH.
Class engines are prohibited.

Six (6) axle diesel locomotive units not exceeding 300,000 pounds are permitted as a *single* unit consist. Six (6) axle diesel locomotive units exceeding 300,000 pounds are *prohibited*.

Four (4) axle diesel locomotive units not exceeding 250,000 pounds each are permitted as *single* or *two* unit consist. Four (4) axle diesel locomotive units exceeding 250,000 pounds are *prohibited*.

Helper locomotive consist in accordance with above engine restrictions may be placed in train when separated from head end locomotive consist by ten (10) or more cars 40 feet or longer in length.

12. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between Sioux City and Ferry, Eastbound—

Trains of greater than 4600 trailing tons must handle empty cars, 80 feet and longer, in the forward 4600 tons, when helper locomotives are used, except there will be no restrictions on the location of such cars when a single unit helper is employed, of 6 powered axles or less.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See item 4, All Subdivisions.)

MINNESOTA DIVISION

(St. Cloud - Moorhead Jct.)

FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	All Trains
St. Cloud and Moorhead Jct.	50 MPH.
Loaded unit coal trains.	40 MPH.
Trains or engines through No. 20 turnouts at following locations:	
Barnesville Jct. switch	35 MPH.
Moorhead Jct. switch	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

Diesel units heavier than Group 5 not permitted on following tracks:

Fergus Falls	State Hospital Spur
Sauk Centre	Old NP Track
Evansville.	Siding
Alexandria	Gas Spur

3. Train Register Exceptions—

Barnesville—Register is for trains originating or terminating.

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

Moorhead Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. 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 Avon.

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

7. Manual Interlockings with Dual Control Switches—

Moorhead Jct.—

Interlocking governing movement over crossing at grade with Dakota Division First and Second Subdivisions WOW track, and

3. Train Register Exceptions—

Garretson—Register only for trains originating and terminating.

Ferry—Trains will register when instructed to do so.

4. Clearance Provisions and Exceptions Rule 93(B)—

Third Subdivision trains must obtain a clearance at Garretson.

5. Rule 99—When flagging is required, distance will be 2 miles.

6. Speed Test Boards—

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

Eastward trains between MP 7 and MP 8 between Willmar and Raymond.

Westward trains between MP 121 and MP 122 between Garretson and Jasper.

Eastward trains, between MP 134 and MP 135 between Garretson and Hills.

Westward trains, between MP 208 and MP 209 between Wren Tower and Merrill.

7. Automatic Interlockings not Indicated at Station—

C&NW crossing 6.6 miles west of Hills.

8. Granite Falls—Trains and engines occupying main track at depot or lining west siding switch or crossover switches, for movements out of siding automatically set up route for westward movement through interlocking provided no conflicting movement on CMStP&P track, and will hold this set up for a period of approximately four minutes, after which, if route is not used, automatic interlocking control can be taken away by CMStP&P trains or engines approaching crossing. If a train occupies main track at depot for a period in excess of four minutes, trainman must operate push button to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.

9. Hanley Falls and Hinton—Derails located on west end of sidings.

10. Sioux City—

Interlocking of the Milwaukee Road and the BN direct connection is automatic with the exception that for BN through movements a push button at the BN 26th Street yard office should be used to extend the approach on that side in advance of cantilever signal 222.9.

Proceed indication will be received if the route to Ferry is clear and BN movements should not pass a more restrictive signal to avoid blocking Milwaukee and street crossings.

Instructions for operation are posted at the BN 26th Street yard office.

11. Railroad Crossings Protected by Gates not Indicated at Station—

IC crossing 2.8 miles west of Sioux City.

Normal position is clear for BN.

east switch of connection between Dakota First and Second Subdivisions and Minnesota Fourth Subdivision remotely controlled by operator at Fargo passenger station.

8. Carlisle—Freight trains using the siding 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.

9. Between Barnesville and Downer—

Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

MINNESOTA DIVISION

(7th Street - 35th Avenue) (University - Lyndale Jct.)

FIFTH AND NINTH SUBDIVISIONS

1. Speed Restrictions—		Maximum Speeds Permitted	
Zone—Between		Passenger	Freight
Seventh Street and MP 2.5		40 MPH.	30 MPH.
MP 2.5 and east end Stone Arch Bridge .		55 MPH.	30 MPH.
Over Stone Arch Bridge		30 MPH.	25 MPH.
All Trains—			
Through No. 20 turnouts at 7th Street .			30 MPH.
End of double track			
Dividing switch			
Turnouts to north and south main of Seventh Subdivision			
When trains are stopped on the descending grade, they must stay at the stop point until the train brake system is completely recharged.			
Between 7th Street and Union yard—			
Between MP 1.38 and MP 7.04:			
Do not exceed 10 MPH on eastward running track.			
Do not exceed 25 MPH on westward running track.			
Mpls.—All tracks between west end Stone Arch Bridge, 1st St. North, and C&NW crossing			10 MPH.
1st St. North and 35th Ave. via 14th Avenue North.			30 MPH.
1st St. North and Lyndale Jct.			30 MPH.
1st St. North and Mpls. Jct.			25 MPH.
Mpls. wye track.			8 MPH.
Harrison Street and Van Buren Street N.E.			25 MPH.
Van Buren Street N.W. and University. .			30 MPH.
1st St. North and 35th Ave. via 14th Ave. North—Handling cars 315,000 pounds or heavier			10 MPH.
1st St. North and University via Mpls. Jct.—Handling cars 315,000 pounds or heavier.			10 MPH.

Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and crossovers

10 MPH.

Item 1A. All Subdivisions, applies on Fifth Subdivision between MP 2.5 and MP 14.8 and on entire Ninth Subdivision and on westward running track between Westminster St. and St. Anthony.

2. Bridge, Engine and Heavy Car Restrictions—

Northern States Power Co., Riverside Plant—Engines are not permitted on trestle bridges.

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length.	263,000 lbs.
Over 52.5 feet long	315,000 lbs.

Diesel units heavier than Group 5 not permitted on following tracks:

St. Paul—Jackson Street Yards.	Track #6, Emmers Lumber
St. Paul—Jackson Street Yards.	Paint Shop Track
St. Paul—8th Street Yard	Pratt's Express
St. Paul—8th Street Yard	Space Center Stub Track 1 and 2
St. Paul—Midway.	Stub Tracks 1, 2, 3
Minneapolis	Alliance Steel

3. Train Register Exceptions—

Lyndale Jct.—All trains register by ticket.

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

7th Street, 1st St. North and University—Rule 83(B) does not apply.

35th Ave.—Rule 83(B) applies for eastward first class trains only.

Eastward first class trains operating via Fifth Subdivision will obtain clearance at Northtown.

At St. Anthony—Rule 83(B) does not apply.

At Midway Passenger Station—Rule 83(B) applies for westward passenger trains operating on the 5th Subdivision.

Westward through trains must secure BN clearance at Oakland.

Lyndale Jct.—Eastward coal trains operating beyond Dayton's Bluff, manned by LaCrosse crews, will secure Milwaukee clearance.

Eastward First Class trains will require a clearance to operate on the 5th Subdivision.

5. Handling of High Wide Cars and Close Clearances—

Loaded tri-level and bi-level cars and other high loads exceeding 18 feet must be handled on Main Line 1 only under Central Avenue and Broadway Bridges at Mpls.

Between 1st St. North and Lyndale Jct.—

Eastward and westward main tracks (tracks 2 and 3) are depressed to handle dimensional traffic.

All conductors on trains routed via tracks 4 and 5 must advise the switch tender at 1st St. North and the yardmaster at Lyndale Jct. if they have any high or wide loads that may restrict their movement.

Mpls.—Track 6 has the following clearance restrictions:

Vertical clearance 17'2" ATR
Horizontal clearance 13'0"

Cars exceeding the above clearance must not be handled on any track through Mpls. depot.

6. Routing of Trains and Engines—

Switch tenders will route trains and engines at Mpls. Jct. and 1st St. North.

Trains and engines will not proceed until proper signal is received from switch tenders to pass through or over switch tenders' territory.

7. Switch Tenders' Territory at 1st St. North is as Follows—

On the Ninth Subdivision, C&NW crossing to west yard, Fifth Subdivision crossing at 1st St. North, all main line switches east of Burlington Northern Minneapolis freight house, all switches off of C&NW railway including movements to the Railway Transfer Division of the C&NW, all switches west end of the Mpls. passenger station including C&NW crossings, and crossover switches between eastward and westward main tracks located 400 feet west of Fifth Subdivision crossing at First Street North.

Switch Tenders' territory at Mpls. Jct. is as follows:

Crossover switches on west end of running tracks 1, 2, 3 and 4 located 500 feet east of Mpls. Jct. Crossover switches on running tracks 1, 2 and 3 pocket.

Crossover switches at east end of east leg of wye at Mpls. Jct.

The regular route for trains through Mpls. passenger station will be via track No. 6.

1st St. switch tender will route all Amtrak trains at the east end of Mpls. passenger station. While within these limits, it will not be necessary to observe Rule 99.

8. St. Paul Terminal Area—

Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

9. Mpls. Terminal Area—

City ordinance of Mpls. prohibits the unnecessary use of the engine whistle.

10. Miscellaneous—

Between 7th Street and Mpls. employees will not permit any part of their person to project beyond the sides of moving engines or cars. On trains, engines or cars having windshields, windows, doors or ventilators that open outward same should be kept closed between 7th Street and Mpls.

On westward main track engineers on moving engines will keep engine bell ringing passing Union yard.

11. Lyndale Jct.—Eastward freight trains on Second Subdivision, having cars to set out at this point, will stop before passing eastward absolute signal to make setout.

12. Eastward and westward main track switches at Harrison Street are to be left lined after use for through movement on the Ninth Subdivision from Lyndale Jct. to University.

13. Spring Switches—

Without facing point lock:

(a) East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.

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.

14. Westminster St. Interlocking—

The interlocking limits of Westminster St. interlocking, include all trackage between the eastward absolute signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward absolute signal located at Division Street.

15. 14th Ave. North Interlocking—

The Soo Line Jct. crossing from eastward to westward main at 14th Avenue is equipped with dual control switch machines controlled by the Soo Line train dispatcher at Shoreham. A direct telephone to the Soo Line dispatcher is provided in the west entrance of the steel bungalow at the junction.

If communication with the Soo Line dispatcher fails, emergency release push buttons are provided in a steel cabinet mounted on the exterior west wall of the steel bungalow. Instructions for operation under emergency conditions when communication has failed are posted on the inside of the door of the steel instrument cabinet.

15A. Diamond Iron Works Spur—

Switch for the Diamond Iron Works spur is located 352 feet west of the westerly limits of the 14th Ave. north interlocking in the eastward track. This switch and the derail in the spur track south of the Soo Line tracks are equipped with electric switch locks under the control of the Soo Line dispatcher.

16. At. St. Anthony—

Westward NRPC trains from Minnesota Transfer Railway entering Minnesota 5th Subdivision at the hand-throw switches located 300 feet west of the St. Anthony interlocking must have authority from the St. Anthony operator and Rule 513 will not apply when so authorized.

Before granting such authority, the St. Anthony operator must ascertain that there is no train or engine movement on either eastward or westward passenger main tracks (between St. Anthony interlocking and 15th Avenue interlocking limits), and if none, must place the eastward absolute interlocking signals at 15th Avenue and the westward absolute interlocking signals at St. Anthony at "Stop" until the movement through the crossovers has been completed and hand-throw switches restored to normal position.

Crews on westward NRPC trains must contact the St. Anthony operator sufficiently in advance of arrival at the entrance to Minnesota 5th Subdivision to allow operator to set the absolute signals. If unable to contact the operator at St. Anthony interlocking, westward movement from Minneosta Transfer to Minnesota 5th Subdivision must be made per Rule 513.

17. The Ninth Subdivision between University and Lyndale Jct. is operated as a continuous yard. Train order authority is not required. All movements between Lyndale Jct. and Harrison Street will be protected by the yardmaster at Lyndale Jct.

Between 1st St. North and Lyndale Jct.—

First north track is a switching lead.

Second north track is westward main track.

Third north track is eastward main track.

Fourth north track is running track for westward freight movements.

Fifth north track is running track for eastward freight movements.

Movements between Harrison Street and University will be authorized by the yardmaster at Union yard except between the hours of 11:00 p.m. to 7:00 a.m. at which time authorization will be provided by the Northtown dispatcher.

On Fifth Subdivision the tracks between Union yard and Mpls. Jct. are operated as a continuous yard. Movements between Union yard and Mpls. Jct. will be authorized by the Union yard yardmaster except between the hours of 11:00 p.m. and 7:00 a.m. at which time the authorization will be provided by the Northtown dispatcher.

The Fifth Subdivision between 7th Street and 35th Ave. is operated as a continuous yard. All movements on main tracks not authorized by timetable schedule between 7th Street and 35th Ave. via Mpls. passenger station will be authorized by the Northtown dispatcher.

Between 7th Street and St. Anthony all movements on running tracks will be authorized by operators at Westminster Street and St. Anthony.

Between St. Anthony and Union yard all movements on running tracks will be authorized by the yardmaster at Union yard except between the hours of 11:00 p.m. and 7:00 a.m. at which time authorization will be provided by the Northtown dispatcher.

Between 7th Street and St. Anthony—
 First north track is westward main track.
 Second north track is eastward main track.
 Third north track is westward running track.
 Fourth north track is eastward running track.

Between St. Anthony and Union Yard—
 First north track is westward running track.
 Second north track is eastward running track.
 Third north track is westward main track.
 Fourth north track is eastward main track.

Between Mpls. Jct. and Union Yard—
 Mpls. Jct.—

First north track is track 1.
 Second north track is track 2.
 Third north track is track 3.
 Fourth north track is track 4.
 Fifth north track is switching lead.

Before occupying the main track, conductors of trains, yard engines or transfer movements, and engineers or hostlers of light engines must obtain main track permission in the following form:

“(Train, engine or transfer movement) may use (track or tracks) between _____ and _____ (or at _____) _____ M until _____ M.”

When requesting main track permission, give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the dispatcher, who will make record of it in train order book, along with name of person repeating the instructions.

Train, engine and transfer movements must be clear of the track or tracks specified or work completed and switches restored to normal position before expiration of the time specified, and the dispatcher so advised. If additional time is required, authority must be secured from the dispatcher before the previously authorized time expires.

Trains authorized by timetable schedule between Seventh Street and 35th Avenue via Minneapolis passenger depot, when moving against the current of traffic, will be handled by Form D-R train order: Main track permission must not be issued on track covered by D-R train order.

18. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between 7th Street and Westminster Street—

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies westbound if helper of twelve (12) axles or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See item 4, All Subdivisions.)

19. Trailing Tonnage Restrictions—

(See items 3 and 5A, All Subdivisions.)

Between 7th Street and Westminster Street—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,500 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 10,500 trailing tons.

MINNESOTA DIVISION

(Division Street - White Bear Lake)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Division Street and MP 3.	10 MPH.
MP 3 to White Bear Lake	30 MPH.
White Bear Lake and Third Street cars over 315,000 . . .	10 MPH.
Gloster—Eastward trains over end of siding hand-throw switch	10 MPH.
Item 1A, All Subdivisions, applies between MP 3.0 and MP 10.7.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
Over 52.5 feet long	315,000 lbs.

Diesel units heavier than Group 5 not permitted on following track: Claymont. Havre Mfg. Co.

3. Train Register Exceptions—

Gloster and White Bear Lake—Trains will register only when directed to do so by train order.

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

Division Street, Gloster and White Bear Lake—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Between Division Street and Claymont—

Ruling grade descending: Eastward 1.9%.

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition, nor on trains of 1000 tons or less.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade as instructed in Air Brake Rule book.

Engineer on Eastward trains must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following stop for grade crossing at Gloster.

If retaining valves are required, engineer will determine minimum number to be used.

7. At Gloster—

Siding is west of Soo Line crossing.

The normal position of the Soo Line connection switch on the siding is for the Soo Line connection.

Westward trains waiting for a meet will stay east of signal 44 at Gloster and east of Larpenteur Avenue.

A train register and telephone to the BN dispatcher has been installed in a booth located at west end of Soo Line connection at Gloster.

Normal position of crossing gates will be against Soo Line train movements. Soo Line crews will be required to handle the gates protecting crossing at Gloster and restore in normal position.

To avoid unnecessary operation of crossing signals and gates at County Road B, section of track between crossing signal start signs should be occupied only when necessary.

8. At White Bear Lake—

Westward trains making stop at the depot must stop with engines or cars east of “Crossing Signal Restart” sign located on south side of track 100 feet east of 4th Street crossing.

Cars must not be left on siding within 300 feet of 4th Street crossing.

Westward trains picking up in New Yard will cut off far enough east of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.

When trains will be delayed more than ten (10) minutes, crossings must be opened promptly.

9. St. Paul Terminal Area—

Enginemen on trains, transfers and switch engines observe City ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the City of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

10. Tracks between Division Street and Gloster are operated as a continuous yard.

11. Close Clearances—

St. Paul Yard—Overhead bridge at Omaha crossing, and tunnels under 7th Street, located 700 feet west of Division Street, will not clear a man on side of car.

12. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between Division Street and Claymont—

Trains of greater than 3800 trailing tons must handle empty cars, 80 feet and longer, in the rear 3800 tons.

Trains of greater than 5100 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5100 tons, except 80 foot and longer cars in excess of 100 gross tons will have no restriction on location in train.

If helper in excess of six powered axles is used at rear of train, a buffer of at least 1350 tons must be provided to separate helper at the rear of the train from the rearmost empty car 80 feet or longer.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See item 4, All Subdivisions.)

13. Trailing Tonnage Restrictions—

(See items 3 and 5A, All Subdivisions.)

Between Division Street and Claymont—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 5,500, except trains with head end power only consisting entirely of Grade E steel couplers, must not exceed 9,000 trailing tons.

MINNESOTA DIVISION

(Division Street - Northtown)

SEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Division Street to 7th Street	55 MPH.	30 MPH.
7th Street to MP 4.		30 MPH.
MP 4 to University.		45 MPH.
University to Northtown.		35 MPH.
250-ton wrecking cranes or heavier over timber trestles on Bridge 6 and Bridge 11		10 MPH.
Trains and engines through No. 20 turnouts at following locations.		30 MPH.
Division Street—From north main to Q-1.		
Mississippi Street—Both crossovers between north and south main.		

All Trains—

Through No. 20 turnouts at: 35 MPH.

End of double track at 35th Avenue.

University—

Crossover between eastward and westward main track.

Crossover between eastward main track and main line No. 2 for movements via Ninth Subdivision.

Head end speed restriction for westward freight trains: Over 100 tons/OB

Signal 6.7 between Union and East Mpls. 40 MPH.

Signal 9.1 between Union and East Mpls. 35 MPH.

At Westward Home signal Park Jct. Interlocker. 40 MPH.

Head end speed restriction for East-bound freight trains:

Signal 9.2 between Union and East Mpls. 40 MPH.

Passing bridge mounted signal on north main track at MP 429.8—Division Street 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
Over 52.5 feet long 315,000 lbs.

Diesel units heavier than Group 5 not permitted on following tracks:

NP Como Shops (West End) Store Room
NP Como Shops (West End) House Track
NP Como Shops (West End) Wheel Storage Tracks 1, 2, 3
NP Como Shops (West End) Machine Shop
NP Como Shops (West End) Steam Track
NP Como Shops (West End) Power House Stub
NP Como Shops (West End) Machine Shed Pits
NP Como Shops (West End) Track #9
NP Como Shops (West End) Jack Track
NP Como Shops (West End) Jack Track Stub
NP Como Shops (West End) Track 16
NP Como Shops (East End) Long Tracks 1, 2
NP Como Shops (East End) Rip Tracks
NP Como Shops (East End) Blacksmith Shop
NP Como Shops (East End) Truck Shop
NP Como Shops (East End) Lumber Shed
NP Como Shops (East End) Sash Shed
NP Como Shops (East End) Sandblasting Shed

3. Train Register Exceptions—

Northtown—Through trains register by ticket.

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

Division Street, 7th Street, Trout Brook Jct., Soo Line Jct., East Mpls., 35th Avenue and University—Rule 83(B) does not apply.

Westward first class trains must secure BN clearance at St. Croix Tower.

Other westward through trains must secure BN clearance at Oakland.

Westward through trains originating must secure BN clearance at Dayton's Bluff.

Eastward trains originating at Northtown and destined beyond Dayton's Bluff will require Milwaukee clearance at Northtown.

Eastward BN trains originating at Dayton's Bluff must secure Milwaukee clearance at Oakland.

Operator Westminster Street will clear signals for eastward trains at Division Street only after permission received from dispatcher at Newport.

5. Between Mississippi Street and University train order authority not required.

Conductors of trains, yard engines or transfer movements and engineers or hostlers of light engines must obtain permission from the Northtown dispatcher before occupying the main track. Main track permission will be given by the dispatcher in the following form:

"Train, engine, or transfer movement) may use (track or tracks) between _____ and _____ (or at _____) _____ M unit _____ M."

When requesting main track permission, give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the dispatcher who will make record of it in train order book, along with name of person repeating the instructions.

Trains, engines and transfer movements must be clear of the track or tracks specified or work completed switches restored to normal position before expiration of the time specified, and the dispatcher so advised. If additional time is required, authority must be secured from the dispatcher before the previously authorized time expires.

6. Between Division Street and Northtown the tracks will be operated as a continuous yard.

Between Division Street and Mississippi Street interlocking limits controlled by operator at Westminster Street.

The two main tracks between Division Street and Mississippi Street are designated as the north main (east side line) and south main (west side line).

7. St. Paul Terminal Area—

Enginemen on trains, transfers and switch engines observe city ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Mpls. Terminal Area—

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

8. Miscellaneous—

Between Division Street and Daytons Bluff—

All trains proceeding on eastward main track will sound whistle 15-L and keep engine bell ringing beginning at a point 500 feet west of Warner Road Bridge and continue until train or engine passes Daytons Bluff yard office.

9. St. Paul Union Depot—

All train movements through the St. Paul Union depot will be made in accordance with Rule 93 of the Consolidated Code of Operating Rules. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the St. Paul Union depot, must communicate with the operator at Westminster Street who will obtain authority from switch tender located at Sibley Street.

10. Milwaukee Pig's Eye Yard—

Crews delivering unit coal trains will stop opposite talk-back speaker located just east of Milwaukee roundhouse on south side and contact Milwaukee yardmaster before proceeding. Milwaukee yardmaster will advise instructions for yarding train.

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

Westward on south main track MP 0.0.
Westward on south main track MP 1.3.
Eastward on north main track MP 1.5.

12. Between Northtown and 35th Ave.—

First class trains observing cars on south runner track must sound whistle signal 15(L) approaching these cars.

13. Trailing Tonnage Restrictions—

(See items 3 and 5A, All Subdivisions.)

Between Division Street and Soo Line Jct.—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,500 except trains with head end power only consisting entirely of Grade E steel couplers, must not exceed 10,500 trailing tons.

MINNESOTA DIVISION

(East Mpls. - Stillwater)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
East Mpls. and M&D Jct..	30 MPH.
Between M&D Jct.—East Mpls.—315,000 lbs.	22 MPH.
White Bear Lake and Stillwater	10 MPH.
White Bear Lake—All movements over state highway No. 61.	5 MPH.
Item 1A, All Subdivisions, applies between MP 0.1 and MP 12.7 between East Mpls. and M&D Jct.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Diesel units heavier than Group 5 not permitted on following tracks:

White Bear to Stillwater	MP 0 to MP 12
Summit	Spur Track
Stillwater.	Stillwater Mfg.
Stillwater.	Tracks 1, 2, 3
Stillwater.	Team Track
Stillwater.	House Tracks 1 and 2

Diesel units heavier than Group 6 not permitted between White Bear Lake and Stillwater.

3. Train Register Exceptions—

White Bear Lake—For trains to or from Stillwater.

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

M&D Jct., and East Mpls.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. Between East Mpls. and MP 4 tracks are operated as a continuous yard.

7. Broadway Street N.E.—A "CROSSING SIGNAL START" sign has been placed at the beginning of the westward crossing signal start, which is located 550 feet east of the crossing. Trains and engines switching across this crossing will stop east of this sign and will not leave cars standing between this sign and the crossing.

8. From Summit to Stillwater—

Ruling grade descending westward: 1.3%.

The use of retainers will not be required on trains handled by diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade as instructed in Air Brake Rule book.

If retaining valves are required, engineer will determine minimum number that he considers necessary.

9. Mpls. Terminal Area—

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

10. Between Roseville and M&D Jct.—

When approaching crossings at Lexington Avenue, MP 5.3; Victoria Street, MP 5.7 and Dale Street, MP 6.5 it must be known that signals or gates are activated before proceeding over crossings.

6. Automatic Interlockings not Indicated at Station—

C&NW crossing 3.9 miles east of Sioux Falls.

C&NW crossing 12.1 miles west of Lennox.

7. Between Monticello and Northern States Power Co. Spur—

Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

8. Between Osseo and Monticello—

Between MP 12 and MP 36, when approaching crossings protected by gates or signals, it must be known that signals are activated before proceeding over crossings.

9. Automatic Interlockings not Indicated at Station—

Soo Line crossing 1.3 miles west of Robbinsdale.

10. Minneapolis Terminal Area—

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

11. Between Yankton Jct. and Yankton—

Burlington Northern Railway trains and engines are authorized to operate over the CMStP&P tracks between Yankton Jct. and Yankton and will be governed as follows:

1. The territory between MP 203.7 and MP 208.8 between Yankton Jct. and Yankton is designated as yard limits. Rule 93 applies.

2. Rule 83(B) does not apply at Yankton Jct. and Yankton.

3. Rule 97 does not apply between Yankton Jct. and Yankton.

4. Telephones are available to Burlington Northern crews to ascertain location of CMStP&P trains prior to entering CMStP&P main track to avoid delays to CMStP&P trains.

MINNESOTA DIVISION

TENTH, ELEVENTH, THIRTEENTH AND FIFTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Lyndale Jct. and Monticello	25 MPH.
On Georgia Pacific spur between MP 10 and MP 11 between Robbinsdale and Osseo	5 MPH.
Morris and Browns Valley	25 MPH.
Wayzata and Hutchinson.	25 MPH.
Between absolute signals of interlockings at	20 MPH.
Sioux Falls	
Lennox and Davis	
Garretson and Sioux Falls	30 MPH.
Sioux Falls and Yankton.	25 MPH.
Sioux Falls—Within city limits	10 MPH.
Approaching 6th and 8th Street crossings at Sioux Falls	6 MPH.
Yankton—CMStP&P crossing	10 MPH.
Item 1A, All Subdivision, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
EXCEPT Sioux Falls to Yankton	220,000 lbs.

Diesel units heavier than Group 5 are not permitted to operate on Eleventh and Thirteenth Subdivision and between Sioux Falls and Yankton on the Fifteenth Subdivision.

3. Train Register Exceptions—

Garretson—Register only for trains originating and terminating.

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

MW Jct.—Eastward C&NW trains will not require a clearance.

Wayzata—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

MINNESOTA DIVISION

(Benson - Huron) (Hayti - Sioux Falls)

TWELFTH AND SIXTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Between Benson and MP 93 Watertown	25 MPH.
MP 93 Watertown and Huron.	10 MPH.
Sioux Falls and MP 53.8 Sinai	25 MPH.
MP 53.8 and MP 85 Hayti	10 MPH.
Between absolute signals of interlockings	20 MPH.
At Appleton, Huron, Arlington	
Watertown—Within city limits	6 MPH.
Arlington—Within city limits	10 MPH.
Sioux Falls—Within city limits	12 MPH.
Approaching Sixth and Eighth Street crossings	6 MPH.
Item 1A, All Subdivisions, applies on Twelfth Subdivision and on Sixteenth Subdivision between MP 0.0 and MP 53.8.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet and over	263,000 lbs.
Except Sioux Falls to Hayti.	220,000 lbs.

Diesel units heavier than Group 5 not permitted on these Subdivisions.

3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—Unless otherwise provided, flagging is not required between Hayti and West Side Jct. and Benson and Huron. When required to flag, distance will be 1 mile.

MINNESOTA DIVISION

(Aberdeen Line Jct. - Aberdeen)

FOURTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Geneseo Jct. and Geneseo	10 MPH.
Geneseo and Aberdeen	35 MPH.
Between absolute signals of interlockings at:	
Aberdeen	20 MPH.
Trains handling loaded placarded tank cars of the "TR" type	
	30 MPH.

 Item 1A, All Subdivisions, applies.
2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Diesel units heavier than Group 5 not permitted on this Subdivision.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—

Aberdeen Line Jct.—Rule 83(B) does not apply.

Eastward Fourteenth Subdivision trains will require Soo Line clearance at Aberdeen.
5. Rule 99—Unless otherwise provided, flagging is not necessary between Geneseo Jct. and Aberdeen. When flagging is required, distance will be 1.5 miles.

MINNESOTA DIVISION

(St. Cloud - Willmar)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
St. Cloud and Willmar	30 MPH.
Between absolute signals of interlockings at:	
Paynesville	20 MPH.
Roscoe—on industry track.	5 MPH.
New London—on Pit tracks.	5 MPH.

 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Diesel units heavier than Group 5 not permitted on following tracks:

Richmond	Elevator Track
Roscoe	Industry Track
Paynesville	Industry Track

3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—When flagging is required, distance will be 1 mile.
6. Between St. Cloud and Clearwater—

Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.
7. Richmond—Do not go beyond first crossing on mill spur with engines account light rail.

MINNESOTA DIVISION

(Villard - Morris)

EIGHTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Villard and Morris	10 MPH.
Villard—Approaching main street crossing	10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Diesel units heavier than Group 5 not permitted on this Subdivision.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—None.
5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.
6. Glenwood—When trains do not promptly obtain the route through the interlocking, train or engine crews should observe light on the exterior of the sheet metal building in the northeast corner of the crossing. Illuminated, it indicates the Soo Line operator wishes to talk with a member of the crew account some emergency or because he is unable to clear the route through the interlocking.

MINNESOTA DIVISION

(Little Falls - Brainerd)

NINETEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Little Falls and MP 113	25 MPH.

Bridge 106—Little Falls 10 MPH.
 MP 113 and Brainerd 10 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.

Between Little Falls and Brainerd—

250-ton wrecking derricks are not permitted.

Diesel units heavier than Group 9 are not permitted on this Sub-division.

Diesel units heavier than Group 5 not permitted on following tracks:

Belle Prairie Storage Track
 Camp Ripley Storage Track including the Wye
 Fort Ripley Siding
 Crow Wing Storage Track

89 foot long bulkhead flat cars loaded to 263,000 lbs. may be coupled together and handled in trains with the following restrictions:

The car adjacent to such flat car or block of such flat cars must not exceed 177,000 lbs. The engine must be separated from such car. Handle these cars in a block without uncoupling within the combined block except in an emergency or bad order situation.

3. Train Register Exceptions—None.

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

Little Falls—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not necessary between Camp Ripley Jct. and Brainerd. When required to flag, distance will be 1 mile.

MINNESOTA DIVISION

(Sauk Centre - Park Rapids)

TWENTIETH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Long Prairie and Park Rapids.	25 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.

Diesel units heavier than Group 5 not permitted on this Sub-division.

3. Train Register Exceptions—None.

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

Wadena—Trains from the Twentieth Subdivision must obtain verbal authority from the dispatcher through the operator at Staples or Wadena before entering First Subdivision.

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Wadena—

Wadena—Trains performing switching must spot cars short of insulated joints to avoid unnecessary operation of crossing signals on Highway No. 10.

7. Browerville—On industry track close clearance at Land O'Lakes plant where trucks loading.

MINNESOTA DIVISION

(Battle Lake - Oakes)

TWENTY-FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Battle Lake and Fergus Falls	35 MPH.
Fergus Falls and Breckenridge	20 MPH.
Breckenridge and MP 117 Milnor	20 MPH.
MP 117 Milnor and MP 149 Oakes	10 MPH.
Fairview and Great Bend.	10 MPH.
Fergus Falls and Pelican Rapids	10 MPH.

Over public crossings within corporate limits:

Fergus Falls	10 MPH.
Oakes	10 MPH.

Item 1A, All Subdivision, applies between Wahpeton and Milnor.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
 Over 40 feet long. 263,000 lbs.
 EXCEPT between Milnor—MP 117, and Oakes—MP 148 cars in excess of 220,000 pounds not permitted.

Diesel units heavier than Group 5 not permitted on this Sub-division.

Between Fairview Jct. and Great Bend—

Diesel engines heavier than Group 2 are not permitted without authority of Superintendent.

Between Breckenridge and Oakes—

Trains handling loaded covered hopper cars must separate such loads by one or more other type car to avoid excess weight on rail.

3. Train Register Exceptions—None.

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

All trains require a clearance at Breckenridge.

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Between Fairview Jct. and Great Bend—Train order authority not required, and Rule 93 applies.

7. Yard Limits—

Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.

8. **Fergus Falls**—Trains must stop not less than twenty-five (25) feet from Fourth Subdivision crossing over Rosengren spur, and then send flagman ahead to protect the movement.

Coal loads from Hoot Lake yard must be pulled in from west end and not backed in from east end.

MINNESOTA DIVISION

(Ludden Jct. - Forbes)

TWENTY-SECOND SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Ludden Jct. and Forbes	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

Ludden Jct. to Forbes 210,000 lbs.

Diesel units heavier than Group 5 not permitted on this Subdivision.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Between Oakes and Ludden Jct.—

Burlington Northern Railway trains and engines are authorized to operate over the Chicago Northwestern Railway tracks between Ludden Jct. and Oakes and will be governed as follows:

1. The territory between MP 127.0 located 0.4 miles east of Ludden Jct. and MP 135.2 located at end of track at Oakes is designated as yard limits. Rule 93 applies.
2. There is no superiority of trains between Ludden Jct. and Oakes. Between, and at, Ludden Jct. and Oakes all trains and engines must move at restricted speed.
3. The maximum permissible speed for all trains and engines between Ludden Jct. and Oakes is 10 MPH. Where a lower speed is prescribed, it will govern.
4. Rule 97 does not apply between Ludden Jct. and Oakes.
5. Rule 83(A) and Rule 83(B) do not apply at Ludden Jct.
6. Rule 83(B) does not apply at Oakes when train order office is closed. Train order office hours at Oakes are from 7:00 a.m. to 4:00 p.m., daily except Sunday and Monday.
7. Diesel units weighing in excess of 55,000 pounds per axle not permitted on C&NW track, Oakes to Ludden Jct.

WISCONSIN DIVISION

(Coon Creek - Boylston)

FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Boylston and Foxboro	40 MPH.	40 MPH.
Foxboro and Coon Creek	60 MPH.	50 MPH.
Boylston and Coon Creek—loaded unit ore and Taconite Trains		35 MPH.

All Trains—

Through No. 20 turnouts at. 35 MPH.

Boylston crossover

Askov

Hinckley

Brook Park Jct. and siding

Grasston

Coon Creek Jct. and crossover

Cambridge

Bethel

Between Boylston and Foxboro—over bridge 14.2.

15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—

All trains register by ticket at Coon Creek.

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

Boylston and Brook Park—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Spring Switches—

A lunar light displayed on the spring switch light 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).

7. Dragging Equipment Detector Indicator—

Eastward trains on Signal 16.8 between Foxboro and Boylston.

Westward trains on Signal 61.1 between Askov and Sandstone.

8. Hinckley—

Trains on First Subdivision between Coon Creek and Boylston and westward trains on Second Subdivision will be lined automatically at interlocking switch and be governed by signal indication.

Westward trains on First Subdivision going via Second Subdivision Hinckley to White Bear Lake will line switch by requesting operator Hinckley to line route, or by following instructions posted at the depot.

Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Superior via radio through the operator Hinckley before passing signal 70.4. In case of radio communications failure, movement may be made to absolute signal at junction switch where telephone must be used to obtain check of first class trains before entering First Subdivision.

WISCONSIN DIVISION

(White Bear Lake - Hinckley)

SECOND SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Between White Bear Lake and Hinckley	50 MPH.
White Bear Lake—Through siding	12 MPH.
Through Pine City	25 MPH.
Through Rush City	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—None.

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

White Bear Lake—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Hinckley—

Trains on First Subdivision between Coon Creek and Boylston and westward trains on Second Subdivision will be lined automatically at interlocking switch and be governed by signal indication.

Westward trains on First Subdivision going via Second Subdivision Hinckley to White Bear Lake will line switch by requesting operator Hinckley to line route, or by following instructions posted at the depot.

Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Superior via radio through the operator Hinckley before passing signal 70.4. In case of radio communications failure, movement may be made to absolute signal at junction switch where telephone must be used to obtain check of first class trains before entering First Subdivision.

WISCONSIN DIVISION

(Brainerd - International Falls)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brainerd—International Falls	30 MPH.
Funkley—Kelliher	10 MPH.
Brainerd—International Falls, handling ore cars	25 MPH.

150 ton derricks, Pile Drivers 24 to 34 inclusive, cars under 40 ft. long and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more and cars over 40 feet long weighing between 220,000 and 263,000 lbs. when coupled in groups of two or more must be preceded and followed by a car weighing less than 177,000 lbs. 10 MPH.

Walker—Over Bridge 59.1 12 MPH.

Bridge 185 Little Fork	10 MPH.
Bridge 166—Between Big Falls and Grand Falls	10 MPH.
At Brainerd, over public crossings.	10 MPH.
At Bemidji—over public crossings at, Mill Park and Skelly Oil	22 MPH.
Other public crossings	12 MPH.
Over diamond of interlocking plant.	20 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars 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.

Bridge 94 at Bemidji, 250 ton wrecking derricks . . . Not Permitted

Bridges 166, Big Fork River, and 185, Little Fork

250 ton wrecking derricks. Not Permitted

Diesel units heavier than Group 9 are not permitted on this Subdivision.

Between Funkley and Kelliher:

Diesel units heavier than Group 5 are not permitted.

89 foot long bulkhead flat cars loaded to 263,000 lbs. may be coupled together and handled in trains with the following restrictions:

The car adjacent to such flat car or block of such flat cars must not exceed 177,000 lbs. The engine must be separated from such car.

Handle these cars in a block without uncoupling within the combined block except in an emergency or bad order situation.

3. Train Register Exceptions—

At Funkley—Trains will register only when so directed by train order.

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

At Bemidji—All trains secure clearance.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag, distance will be 1 mile.

6. Bemidji Automatic Interlockings—

East leg of wye track switch equipped with an electric lock. Trains making westward movement via east leg of wye must stop within 100 feet east of westward interlocking signal before lining switch.

7. At Big Falls—Track serving the National Pole & Treating Company must not be used beyond 1,510 feet from Highway No. 71 crossing.

8. International Falls—On K and S tracks all movements across Sixth Street must be protected.

9. Pine River—Leave the second crossing west of depot open account fire station located on west side of village.

10. Track between Funkley and Kelliher is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules apply.

11. Brainerd—Derrails installed and blue flags will be placed on following tracks, when cars spotted, at Potlatch Corp. plant (Northwest Paper Co., Inc.):

Loading dock tracks 1, 3, and 4.

Pulp tracks 1 and 2.

North coating tracks 1 and 2.

WISCONSIN DIVISION

(Carlton - Staples)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Between Carlton and Moose Lake.	40 MPH.
Between Carlton and Mahtowa, 315,000 lbs.	20 MPH.
Deerwood and Ironton	25 MPH.
Carlton and Staples	49 MPH.
Loaded unit coal trains.	40 MPH.
Through No. 20 turnout at Carlton Jct.	25 MPH.
Brainerd—Over public crossings	10 MPH.
Between east switch of north siding (east of car shop) and Third Subdivision connection at Eighth Street. . .	22 MPH.
Aitkin—Over Highway 169 crossing with engine or lead- ing car—eastward trains.	40 MPH.
At McGregor, over diamond	30 MPH.
Over Bridge 119 at Brainerd:	
250-ton wrecking cranes.	12 MPH.
Cars under 40 feet long and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more.	22 MPH.
Unit coal trains with BN series cars 522300-522399 inclusive weighing not more than 263,000 lbs. each with load equally distributed to all axles, will not exceed.	12 MPH.
Cars over 52.5 feet long and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by a car weighing less than 177,000 lbs. and speed restricted to	12 MPH.
Item 1A, All Subdivisions, applies at Brainerd between east switch of north siding and Third Subdivision connection at Eighth Street.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:	
40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Spring Switches—

Deerwood, at junction to Ironton, one and three-fourths miles east of station, normal position for through movement to Loerch.

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch, be governed by Rule 104(H).

7. At Carlton—

East and west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivision switch are dual control and supervised by train dispatcher at Superior, who is also the control operator.

On Fourth Subdivision, the west switch of the Fifth Subdivision Connecting Track, will be lined and locked for the Fifth Subdivision Connecting Track.

Westward trains on Fourth Subdivision must obtain permission from operator before operating the switch to Fifth Subdivision Connecting Track. In case of communications failure, trains may proceed by observing Rules 93, 99 and 513.

8. At McGregor Interlocking—Trains will call for route as follows:

For BN and Soo Line main tracks:	—
From BN and Soo Line to west wye:	—0
Between Interchange Track and west wye:	0000
To siding:	00—

9. At Aitkin—

Woodland Container Company and Land O' Lakes Processing Plant are using wheel stops and blue flags to protect cars loading at their dock.

Locomotives with 6 wheel trucks not permitted on Burns Box Factory spur.

10. At Deerwood—Eastward trains from Ironton use junction switch one and three-fourths miles east of station; westward trains to Ironton use crossover west of station, unless otherwise authorized by train order.

11. At Brainerd—

City ordinance provides that crossings must not be blocked more than five (5) minutes by standing trains or cars. Shop crossings must not be blocked when employees are going to work at 7:00 a.m. and 1:00 p.m. Westward trains stop clear of shop crossing 300 feet east of Thirteenth Street, and eastward trains either move a sufficient distance to clear City crossings or stop clear of First Street crossing, to make setouts or pickups. Trains must not block Oak Street Crossing near milk plant and must promptly clear crossings when coupling up in South Yard for movement.

12. At Ironton—All train movements beyond Ironton must be made with maximum of two units. Locomotives with 3 axle trucks must not be used beyond Ironton.

13. At Staples—City ordinance prohibits blocking any street crossing for longer than 10 minutes. Eastward and westward extra trains will stop a sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Extra trains being met or passed at Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossings.

14. At Moose Lake—Trains must stop within 200 feet of crossing signals and be sure they are activated before entering crossing.

15. Track between Carlton and Wrenshall is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

16. Track between Deerwood and Ironton is considered industrial track. Rule 105 of the Consolidated Code of Operating rules applies.

WISCONSIN DIVISION

(Duluth - Cass Lake)

FIFTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Between Duluth and MP 5.3	30 MPH.	12 MPH.
Over St. Louis Bay bridges	15 MPH.	
Superior—Between Central Avenue and main line switch to LST&T at 16th Avenue, Belknap yard	40 MPH.	40 MPH.
Central Avenue and Boylston.	50 MPH.	50 MPH.
Boylston and Mirbat		40 MPH.
Gunn and Cass Lake.		49 MPH.
Through No. 20 turnout at Carlton Jct.		25 MPH.
Loaded unit coal and potash trains from MP 164 to MP 117 between Cass Lake and Cohasset.		30 MPH.
Other trains from MP 164 to MP 155 between Cass Lake and Schley		35 MPH.
Between Gunn and Cloquet handling pulpwood		30 MPH.
Between absolute signals of interlocking at:		
Bridge 29 on eastward track		22 MPH.
Through car oiler Superior		5 MPH.
Over wheel checker:		
Saunders		22 MPH.
Ore trains.		12 MPH.
Through Gantlet at Boylston		12 MPH.
Cass Lake—On all tracks over footwalk crossing located west of main line switch to roundhouse.		10 MPH.
Trains or engines through No. 20 turnouts at following locations		35 MPH.
SaundersCrossover		
BoylstonCrossover		
BrookstonEnd double track		
Paupores		
Floodwood		
Island		
Philbin		
Swan River		
Trains or engines through No. 15 turnouts at following locations		25 MPH.
Boylston Jct.		
Central Avenue crossover		
Saunders Jct.		
Item 1A, All Subdivision, applies between MP 0.0 and MP 5.3, between absolute signals of interlocking at Bemidji and over wheel checker at Saunders at MP 10.3.		
Through Grand Rapids.		12 MPH.
Through Deer River.		12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:	
40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—

At Saunders—All trains register by ticket.

Grand Rapids—Only trains that originate and terminate will register.

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

Duluth, Brookston and Gunn—Rule 83(B) does not apply.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Spring Switches Without Facing Point Lock—

Superior—East switch of eastward and westward incoming tracks.

Elevator "X", east and west of car unloader on unloading track.

Normal position of switch west of unloader is for unloading track.

Normal position of switch east of unloader is for runaround track.

7. Spring Switches—

A lunar light displayed on the spring switch light 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).

8. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks:

Mirbat, Wawina, Webster Spur, Saunders—Soo Line connections. Rule 268(A) applies.

9. Automatic Interlocking not Indicated at Station—

Superior—73rd Street, Soo Line crossing.

Interlocking signal on eastward track west of Minnesota Draw governs movements to BN track and to C&NW track.

Interlocking signal on westward track east of Elevator Station governs movements to straight main track and to BN freight track.

Train and engine movements over Minnesota and Wisconsin drawbridges will be governed by signal indications and instructions from bridge tenders.

Bridge 29—Four miles west of state line.

10. Restricted Clearances—

Superior—Bents under Fifteenth Street viaduct will not clear man on side of car or engine.

11. Duluth and Superior—

Yardmaster Duluth will notify Central Avenue Tower of all outbound movements originating Duluth yard.

Yardmaster Superior will notify Central Avenue Tower of all outbound movements originating Superior yard.

Incoming trains and transfers from east end will get permission via radio from Central Avenue Tower operator before crossing Tower Avenue.

Central Avenue Tower operator will notify yardmasters Superior and Duluth of all inbound movements.

12. Duluth—Normal position of crossover switches at Garfield Avenue must be lined and locked for through movement on eastward and westward main tracks.

13. Superior—Normal position of main line switch at 16th Avenue Belknap yard will be lined for LST&T yard. All train and yard movements affecting this switch must see that it is restored and locked in normal position.

At Orba coal unloading shed, a green and red light has been installed at the dumper. If a red signal is displayed, train must not enter the thaw shed.

When green signal displayed, train should be spotted at dumper.

14. Central Avenue—

When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings.

15. Between Central Avenue and Belknap Yard eastward Ortran coal trains will use new auxiliary track, then coal connection to Winter Street. Switches will be left lined and locked for this route.

Main track will be used by all other movements in both directions between Belknap Yard and Central Avenue and switches will be left lined and locked for this route.

Movements over these tracks controlled by yardmaster 17th Street through towerman Central Ave.

16. Carlton—East and west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivisions switch are dual control and supervised by train dispatcher at Superior, who is also the control operator.

17. BN transfers going to Birch Street yard will use C&NW track from bridge switch to switch in C&NW main track leading to new connection to Birch Street yard. Authority to use C&NW track will be given by clear signal at Minnesota Draw.

For movement from Birch Street yard to Superior, authority to use C&NW track must be obtained from Minnesota Draw by radio before leaving yard.

18. Cass Lake—Whistle signal must be sounded as prescribed by Rule by all trains over footwalk west of roundhouse switch. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

19. CTC—Soo Jct. to Cass Lake—

Telephones for communication with the control operator are located at the east end of CTC section and at the spring switch, east end of Cass Lake yard, 1000 feet west of west end of CTC section. Westward Soo Line trains will call the operator at Cass Lake on phone for authority to enter BN main line. The following will govern in case of failure of communications: Soo Line crew will unlock switch and attempt to line for their movement. If switch will line and signal clears, this will be their authority to leave Soo Jct., and proceed to Cass Lake.

20. Dragging Equipment Detector Indicator—

Westward trains, on signal 28.1 approximately 1 mile east of Bridge 29.

21. Failed Equipment Detector Locations—

MP 60—Two miles west of Brookston.

MP 80—Four miles west of Floodwood.

MP 105—Two miles east of Gunn.

MP 34.5—2,000 feet east of Carlton.

22. Cloquet—Derails located near east end storage tracks Nos. 1 and 2 are not provided with derail signs.

When setting out cars on either end of No. 1 track be sure cars are shoved down far enough to clear crossovers.

23. Grand Rapids—When setting out cars, eastward freight trains will stop and leave train west of west switch; westward trains will stop east of the first public crossing.

At Hawkinson Addition crossing MP 110, trains stopped to make setouts at Grand Rapids must clear this crossing.

Account sharp curvature of trackage leading to the clay shed at Blandin Paper Co. of 23 degrees it will be necessary for all diesel engines to have sufficient number of cars attached to their engine so that engine will not enter curve.

24. MP&L Plant, Cohasset—

Do not leave cars on load tracks that will foul east switch to loop track. Derail has been placed so cars cannot enter loop track.

Normal position for inside switch of MP&L wye will be for west leg of wye.

Gates installed on spur just south of highway No. 6 crossing man-

ually operated by MP&L Security Department at gate house. Crews using spur may contact operator at Grand Rapids or dispatcher at Superior to ascertain if gates are open. If communication unavailable contact gate house personally.

25. Seyton—Normal position of east switch to Tioga spur, will be lined for Tioga spur.

New Lumbermans' spur located 1400 feet west on Blandex spur protected by gate and secured by switch lock. After switching this track, gate must be closed and locked.

Train crews will use key controllers to activate Griswold signals at county highway No. 63 on Blandex spur.

Key controllers are located on signal case and on crossing signal.

WISCONSIN DIVISION

(Brook Park - St. Cloud)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brook Park and St. Cloud	30 MPH.
Between absolute signals of interlockings at St. Cloud . .	20 MPH.
Milaca—Over public crossings	15 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
EXCEPT cars over 52.5 feet long between Milaca and Brook Park.	315,000 lbs.

3. Train Register Exceptions—None.

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

Brook Park—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise instructed, flagging is not necessary. When required to flag, distance will be 1 mile.

6. Brook Park—Trains may expect to find siding blocked at all times.

WISCONSIN DIVISION

(Ashland - Central Avenue Tower)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Ashland and Central Avenue	35 MPH.
Exceptions—On all curves between MP 12 and Allouez . .	25 MPH.
Over bridge 5 just west Ashland Jct.	22 MPH.
Over bridge 37 about 1 mile west Brule	10 MPH.
Over bridge 49 about 1 mile west Poplar	22 MPH.
Trains handling loaded ore cars	22 MPH.
Trains handling pulpwood.	25 MPH.
At Iron River on Soo Line No. 1 track.	5 MPH.
All trains and engines, Seventh Avenue west to 22nd Avenue west, between MP 0 and 2, Ashland	10 MPH.
Soo Line crossing	20 MPH.

Cars less than 40 feet long weighing between 177,000 pounds and 220,000 pounds when coupled in groups of two or more, over Bridges 0, 5, 37, 48, 49 and 50 : 10 MPH.

Item 1A, All Subdivisions, applies over bridge 5 just west of Ashland Jct., over bridge 49 one mile west of Poplar and over Soo Line crossing at MP 66.7.

2. Bridge, Engines and Heavy Car Restrictions—

Between Allouez and Ashland—

250-ton wrecking derricks are not permitted.

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
Over 40 feet long. 263,000 lbs.

Cars over 52.5 feet long between Central Avenue and Iron River 315,000 lbs.

3. Train Register Exceptions—At Central Ave. trains register by ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary. When required to flag distance will be 1 mile.

6. At Ashland—Normal position of main track switch just east of Seventh Ave., leading to the Soo Line, is for the Soo Line connection.

At Ellis Ave., all trains must stop in advance of crossing, and will proceed only after crossing is protected by a member of the crew.

7. At East End—Normal position of switch at end of double track is for westward trains.

8. At Soo Line Crossing, Interlocking is remotely controlled by Soo Line Operator at Stinson Yard.

When necessary to get signal for route, call control operator from telephone near crossing. If unable to communicate with control operator in a reasonable time, movement over crossing may be made in accordance with Rule 606(c).

9. Between Central Ave. and Soo Line Crossing—On school days between 8:15 a.m. and 9:00 a.m. between 11:25 a.m. and 1:00 p.m. and between 3:25 p.m. and 4:00 p.m. all trains will stop and flag over grade crossing at John Ave. and 60th St. and the pedestrian crossing about 100 feet West of grade crossing.

WISCONSIN DIVISION

(Garfield Avenue - LST&T Jct.)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
New Duluth and LST&T Jct.	12 MPH.
Garfield Avenue and west Duluth Jct.	30 MPH.
Over 21st Avenue west crossing	12 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars 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.
Cars over 52.5 ft. long 315,000 lbs.

Between New Duluth-West Duluth Jct. 315,000 lbs. Not Permitted

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—None.

5. Rule 99—When flagging is required, distance will be 1 mile.

6. Between West Duluth Jct. and Zenith Furnace—Normal position of switches at 63rd Ave. West (Zenith Furnace DM&IR Crossing) is for through movement of DM&IR trains to and from DT running track and Fond du Lac branch.

7. Track on this subdivision operated as one continuous yard.

8. West Duluth Jct.—

Spring switch not equipped with facing point lock.

Switch at end of double track is dual control. Normal position is for the eastward track.

To secure a restricting indication Rule 501G at eastward interlocking signal governing reverse movements on westward track; engines or trains moving westward through the dual control switch must, before reversing direction, clear the circuit, the west end of which is located just west of the switch leading to the Western Brass Company near 61st Avenue west.

WISCONSIN DIVISION

(Brookston - Gunn) (Virginia - Kelly Lake)

NINTH AND TENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brookston and Gunn (via Kelly Lake)	45 MPH.
Kelly Lake and Dormer Jct.	30 MPH.
Between Absolute Signals of Interlocking at:	
Emmert.	20 MPH.
All trains over junction switches Gunn.	22 MPH.
Through No. 20 turnouts of sidings at Fermoy, Baden and Onega	35 MPH.
Taconite Jct.—Westward trains approach absolute signal at MP 21.5	30 MPH.
On Hibbing Taconite Mine spur:	
Loaded taconite trains, between Mahoning yard switch and Hibbing Taconite Jct. switch	12 MPH.
Eastward trains approach signal 50.2 at MP 22.2	30 MPH.
This does not modify requirement of complying with signal indication.	
Through Hibbing.	12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars 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.

3. Train Register Exceptions—

At Kelly Lake, Register is only for trains originating.

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

At Brookston and Gunn Rule 83(B) does not apply.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Dragging Equipment Detector Indicator—

Eastward Trains, on iron mast approximately 6400 feet east of Signal 62.2 about 2.5 miles west of Brookston.

Westward trains, at Signal 29.7 between Canisteo and Gunn.

7. Spring Switches—

A lunar light displayed on the spring switch light 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).

Spring Switches without Facing Point Lock—

Kelly Lake, west wye switch,
Normal position is for Ninth Subdivision.

Kelly Lake, end of double track,
Normal position is for eastward track.

8. Semi-Automatic Interlockings—

Emmert—DM&IR crossing.

Normal position of spring switch at west end of connection with DM&IR Ry. is lined for DM&IR. Normal position of spring switch at south end of connection with DM&IR Ry. is lined for BN track to Ruby Jct., signal indications are displayed accordingly. If any route other than the above normal route is to be used, trains must stop at interlocking signal and desired route lined by hand. Signal should then clear in about one minute. If signal does not clear and no conflicting movement is evident, push-button release on interlocking signal should be operated to obtain signal indication.

Hill annex spur, 0.6 miles east of Calumet.

Complete instructions for operation of electric lock and gates at semi-automatic interlocking are located at release boxes.

9. Virginia—Ninth Avenue west, Sixth Avenue west and Third Street north crossings:

Trains and engines must stop before passing over crossing and a member of crew on ground at the crossing will protect movement.

10. Because of heavy mine truck operations over a 100 foot all rail public crossing one mile south of Chisholm depot on BN joint trackage spur track to the City of Chisholm, all trains must stop before entering this crossing and flag across.

11. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks. Rule 268(A) applies. Arlberg, Casco, Onega.

12. Between Calumet and Oil Spur, located 3.3 miles west of Taconite Jct., main track will be used jointly by BN and DM&IR Rys. and authority for train movements is controlled by BN and BN rules and Special Instructions will govern.

13. The main track between the end of CTC at Keewatin and the beginning of CTC at Gunn is all yard limit. Transfers must obtain permission from Train Dispatcher before occupying main track.

14. At the Taconite loading facilities at Butler and National Taconite Plants a red and yellow light has been installed on both ends of the facilities. If all of the movable parts of the loading mechanism are clear so that the train can move through the facilities without interference, the signal will display a permissive yellow color.

If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the facilities.

15. Train and engine movements on Hull Crusher Spur over Kelly Lake road crossing must be protected by a member of the crew due to restricted view approaching this crossing.

16. Main track out of service from Dormer Jct. to Sherwood Jct.

Main track Kelly Lake to Sherwood Jct. is all yard limit and movements will be governed by Consolidated Code Rule 93.

Train order authority or Clearance is not required.

Transfers will not be required to display markers Rule 19 or signals Rule 21.

Trains and engines will run with the current of traffic between Kelly Lake and Emmert and must keep to the left unless otherwise provided.

BN and DM&IR transfers must obtain permission of BN dispatcher before occupying main track.

17. Within the Village of Hibbing, the locomotive whistle will not be sounded at any crossing or in the railroad yard except as an alarm in case of fire or to warn persons on the track of immediate danger.

18. Following from DM&IR Ry.:

Train orders are not required for movement on the Wilpen Branch between Wilpen and Chisholm and between Monroe Jct. and Monroe. Trains will operate under provisions of Rule 93. Crews will contact Yardmaster Mitchell District before making movement on this branch.

Train orders are not required for movement on the Pillsbury Branch. Trains will operate under Provisions of Rule 93.

Between St. Clair Jct. and Chisholm Jct. main track will be used jointly by BN and DM&IR Rys. and authority for train movements is controlled by DM&IR Ry. and DM&IR rules will govern.

19. Crossovers on Double Track—

Facing Point—Hull Crusher, Ruby Jct.

Trailing Point—Stevenson, Agnew, Hull Rust, Scranton, North Mitchell, Kerr, Hibbing.

WISCONSIN DIVISION

(Warroad - Tilden Jct.) (Grand Forks Jct. - Noyes)

ELEVENTH AND TWELFTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Tilden Jct. and Warroad	35 MPH.
Grand Forks Jct. and MP 81.5 one mile east of Humboldt.	49 MPH.
MP 81.5 one mile east of Humboldt and Noyes	25 MPH.
Between absolute signals of interlocking at Warroad.	20 MPH.
Wye tracks at Warroad and Thief River Falls.	5 MPH.
Through Hallock	22 MPH.
Through Warren	30 MPH.
Item 1A, All Subdivisions, applies on Eleventh Subdivision and on Twelfth Subdivision between MP 69.5 and MP 70.2 and through Hallock city limits.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.
EXCEPT between Roseau and Warroad—maximum weight permitted.	177,000 lbs.

3. Train Register Exceptions—

Tilden Jct.—Trains will register only when directed by train order to do so.

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

Tilden Jct. and Grand Forks Jct.—Rule 83(B) does not apply.

5. On Eleventh Subdivision, Rule 99, when flagging is required, distance will be 1.5 miles. On Twelfth Subdivision, Rule 99, when flagging is required, distance will be 2.5 miles.

Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Eleventh Subdivision.

6. Semi-Automatic Interlocking—

CN Ry. crossing 0.6 miles west of Warroad
Train or engine movements over the crossing will be governed by manually operated gates together with interlocking dwarf signal indications. Routes over the crossing will be set manually after obtaining release of electric lock holding gates in STOP position. See instructions posted in box locked with switch lock.

3. Train Register Exceptions—None.

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

Eastward Fifteenth Subdivision trains operating to Glyndon thence Minnesota First Subdivision must obtain train order authority on Minnesota First Subdivision before leaving Crookston.

Glyndon, Moorhead, M.N. Jct. and Crookston Jct.—Rule 83(B) does not apply.

5. On Fifteenth Subdivision, Rule 99, when necessary to flag, distance will be 2.5 miles. On Sixteenth Subdivision, Rule 99, when necessary to flag, distance will be 1.5 miles.

6. Glyndon—Train movements over county highway 117 crossing must be protected by a member of the crew at the crossing.

Trains moving from Minnesota First Subdivision to Wisconsin Fifteenth Subdivision must stop within 50 feet of highway 10 crossing north of Glyndon to activate highway protection.

WISCONSIN DIVISION

(Calspur Jct. - N.P. Jct.)

SEVENTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Calspur Jct. and N.P. Jct.	35 MPH.
Grafton, over public crossings	12 MPH.
Over bridge 188.1 between McArthur and Pembina	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars 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.

3. Train Register Exceptions—

Seventeenth Subdivision trains will register at Grafton when directed by train order.

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

At Calspur Jct. and N.P. Jct. Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 miles.

6. Railroad Crossings not Indicated at Station—

Between Voss and Grafton—Eighteenth Subdivision crossing.

7. Track between Calspur Jct. and Key West is considered industrial track, Rule 105 of the Consolidated Code of Operating Rules applies.

WISCONSIN DIVISION

(PA Tower - Neche) (Grafton - Walhalla) (Hannah Jct. - Hannah)

EIGHTEENTH, NINETEENTH AND TWENTY-FIRST SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Hannah Jct. and Hannah.	30 MPH.
PA Tower and Neche	40 MPH.

Grafton and Walhalla	35 MPH.
Between absolute signals of interlocking at PA Tower. . .	20 MPH.
At Walhalla, over Highway No. 32	10 MPH.
Nineteenth and Twenty-First Subdivisions—Engines with 6 wheel trucks	25 MPH.
Grafton, over public crossings	12 MPH.
At Conway—Through interlocking limits at MP 23.	20 MPH.
Twenty-First Subdivision—Kerry Pit tracks.	5 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Eighteenth and Nineteenth Subdivisions, engines in the series SD7 and SD9 must not go in on Koehmstedt Spur Minto, MRTJ Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

3. Train Register Exceptions—

Eighteenth and Nineteenth Subdivisions, trains will register at Grafton only when directed by train order.

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

At Grafton and Hannah Jct. Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1.5 miles.

6. Automatic Interlocking Not Indicated at Station—

Inkster 6.6 miles west Soo Line Crossing

7. Railroad Crossing not Indicated at Station—

Between Minto and Grafton Seventeenth Subdivision crossing

8. Nash—Cars left on team track should have at least one car length's clearance on Walsh County road No. 6 just east of No. 27 spot. Clearance should be checked from north side of track.

WISCONSIN DIVISION

(Cass Lake - Hannah Jct.)

TWENTIETH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Cass Lake and Grand Forks		49 MPH.
Grand Forks and PA Tower.	50 MPH.	49 MPH.
PA Tower and Hannah Jct.	79 MPH.	
Loaded unit coal and potash trains from MP 30 to MP 80 between Erskine and Bemidji		30 MPH.
Other trains from MP 30 to MP 80 between Erskine and Bemidji		35 MPH.
Cass Lake—On all tracks over footwalk crossing located west of main line switch to roundhouse.		10 MPH.
PA Tower through turnouts of junction switch.		25 MPH.
PA Tower over connecting track between D.L. switch and F.O. switch . .	10 MPH.	10 MPH.

Emerado Air Base spur—From bridge just east of state highway No. 2, to end of base. 10 MPH.

Trains handling missiles not to exceed 5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
Cars over 52.5 feet long 315,000 lbs.

3. Train Register Exceptions—

Crookston—All trains register by ticket.

Tilden Jct.—Trains register when directed by train order.

Grand Forks—Eastward freight trains register by ticket at passenger station.

PA Tower—Register only for westward extra trains which will register by ticket.

Larimore—Register only for trains originating and terminating.

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

Tilden Jct., Redland Jct. and Hannah Jct.—Rule 83(B) does not apply.

PA Tower—Rule 83(B) does not apply to first class trains.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Spring Switches—

A lunar light displayed on the spring switch light 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).

7. Cass Lake—Whistle signal must be sounded as prescribed by Rule by all trains over footwalk west of roundhouse switch. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

8. Grand Forks—Automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.

No railroad movement allowed on track 4 at North Dakota Mill and Elevator on that portion of track located in building on the east side of elevator.

That portion of track 6 at North Dakota Mill and Elevator on west side of elevator should be used for switching operations only and not to be used for run-through purposes.

9. No. 7 and No. 343 will make back-up movement from Grand Forks passenger station through the interlocking plant PA Tower.

Back up air brake hose equipped with whistle and valve will be applied at Minneapolis and Minot and crews of these trains will see that careful movement is made while backing up.

Back-up movement not to exceed 22 MPH.

10. PA Tower—Crossover switch for trains from Dakota Division Eighth Subdivision to Twentieth Subdivision and connecting switches are located as follows:

G.F. Switch 0.3 miles west of PA Tower
D.L. Switch 1.3 miles west of PA Tower
F.O. Switch 1.2 miles east of PA Tower

11. Between Arvilla and Hannah Jct.—All freight trains will make roll-by inspection of both sides of train.

DAKOTA DIVISION

(Dilworth - Bismarck)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Dilworth and Bismarck.	75 MPH.	
Against the current of traffic on double track.	59 MPH.	49 MPH.
Loaded unit coal, chrome and talc trains		40 MPH.

All Trains—

Moorhead—All trains and yard engines stopping on main track between Fourth Street and Fourteenth Street crossing will not exceed 10 MPH from point where stop is made until engine passes either Fourth Street or Fourteenth Street to permit proper operation of crossing signal and gates.

Between Casselton and Surrey Line Jct.; through No. 20 turnouts located 1575 feet west of MP 28 and 335 feet west of MP 31. 35 MPH.

Jamestown—Over spring switch on westward track at west end of yard 30 MPH.

Bismarck—Over street crossings, 3rd to 26th Streets, including engine or leading end of all trains. 30 MPH.

Through No. 20 turnouts at:

West Fargo crossover—MP 13. 35 MPH.

West Fargo connection—MP 12.8 35 MPH.

Head end speed restrictions for west bound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
--	-------------------	------------------

Signal 11 between Fargo and West Fargo	None	45 MPH.
--	------	---------

Signal 16 between Fife and Mapleton	None	45 MPH.
---	------	---------

Signal 26.5 between Mapleton and Casselton	50 MPH.	45 MPH.
--	---------	---------

Signal 93.3 between Spiritwood and Bloom.	50 MPH.	45 MPH.
---	---------	---------

Signal 190.7 between Pierce and Bismarck	50 MPH.	50 MPH.
--	---------	---------

Head end speed restrictions for east-bound freight trains:

Signal 14.6 between Fife and West Fargo	None	45 MPH.
---	------	---------

Signal 17.6 between Mapleton and Fife	None	45 MPH.
---	------	---------

Eastward Home Signal on Eastward track at MP 28.06 between Surrey Line Jct. and Casselton.	None	45 MPH.
--	------	---------

Signal 96.2 between Jamestown and Bloom.	50 MPH.	50 MPH.
--	---------	---------

Signal 98.4 between Eldridge and Jamestown.	50 MPH.	50 MPH.
---	---------	---------

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies on both tracks between MP 0 and MP 16, between MP 93 and MP 96 and between MP 97 and MP 99.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
52.5 feet or longer. 315,000 lbs.

Engines weighing in excess of Group 6 must not use yard tracks 7 through 18 at Jamestown.

At Spiritwood—At Ladish Malt engines not permitted on scale or inside building switch at east end of Ladish trackage.

3. Train Register Exceptions—

Dilworth—Register for freight trains only.

Jamestown Psgr. Station—First class and extra passenger trains only.

Jamestown—Register for freight trains only.

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

Moorhead Jct., Fargo, West Fargo, Surrey Line Jct., Sanborn and Bismarck—Rule 83(B) does not apply.

Jamestown—All trains must obtain a clearance.

Moorhead Jct. and Fargo—All trains must obtain verbal authority from the Fargo control operator before entering the First Subdivision.

Eastward extra trains from the Fourth Subdivision entering the First Subdivision at Surrey Line Jct. will obtain running authority at Casselton.

Eastward extra trains moving from the Sixth Subdivision to the First Subdivision will obtain running authority at Casselton.

All westbound Second Subdivision trains destined to enter the First Subdivision at Moorhead Jct. must obtain a clearance issued by the Minneapolis dispatcher prior to leaving Breckenridge.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Speed Test Boards—

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

Westward Trains—between MP 21 and MP 22 between Mapleton and NorPak and between MP 101 and 102 between Eldridge and Windsor.

Eastward Trains—between MP 189 and MP 188 between Pierce and Burleigh and between MP 88 and MP 87 between Spiritwood and Urbana.

7. Spring Switches—

Jamestown—At west end yard westward main track switch to yard, not equipped with facing point lock.

A lunar light displayed on the spring switch light 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).

8. Automatic Interlocking not Indicated at Station—

Bismarck, 2 miles east of Soo Line crossing.

9. Automatic Dual Control Switch—

Eldridge, Buffalo and Bloom—

Dual control switch at end of double track is automatically operated.

Eldridge—Normal position of switch is for eastward track.

Buffalo and Bloom—Normal position 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.

10. Crossovers not Indicated at Station—

MP 96 west of Jamestown.

11. Sidings—

Trains and engines are not to exceed 10 MPH on siding, yard and industry tracks.

Exceptions:

1. Sidings at Peak, Berea, Eckelson and Steele.

2. Trains and engines having locomotives weighing in excess of Group 6 are not to exceed 20 MPH on the Valley City freight line.

Loaded coal trains will not exceed 5 MPH on sidings at Ladoga, Driscoll, Sterling, Burleigh, Pierce, and Bismarck and must not use any other sidings except Steele, Eckelson, Berea, Peak, Koldok, and yard tracks 2, 3, 9 and 10 in east bound yard at Dilworth.

Windsor—North siding is westward; south siding is eastward.

Medina—North siding is eastward; south siding is westward.

Sanborn—South siding is eastward, north siding is westward.

At Sanborn—Trains using westward siding must not occupy depot crossing until crossing gates are down and lights activated.

12. Yard Limits—

Tracks between yard limit signs east of Br. O, east of Dilworth and MP 16 1620 feet west of Fife 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 or Valley City Freight station immediately before departure when making a movement between Berea and Valley City Freight.

Between MP 97.9 east of Jamestown passenger station and MP 102.5 west of Eldridge will be operated as one yard.

13. Signal Overlap—

Near Pierce, sign governing westward trains located north of main track 4760 feet west of MP 188. Westward trains holding main track to meet an opposing train will not pass signal overlap sign before arrival of opposing train at Pierce.

Sterling—Eastward trains holding main track to meet opposing train will not pass signal at west end of siding before arrival of opposing train at Sterling.

Driscoll—Westward trains holding main track to meet an opposing train will not pass signal at east end of siding before arrival of opposing train at Driscoll.

Dawson—Eastward trains holding main track to meet an opposing train will not pass signal at west end of siding before arrival of opposing train at Dawson.

Ladoga—Westward trains holding main track to meet an opposing train will not pass signal at east end of siding before arrival of opposing train at Ladoga.

Spiritwood—Westward trains holding main track to meet an opposing train will not pass main highway crossing between siding switches (equipped with flashing crossing signals) before arrival of opposing train at Spiritwood. Eastward train holding main track to meet an opposing train will not pass Ladish Spur before arrival of opposing train at Spiritwood, if practicable, avoiding stopping tonnage trains on the ascending grade approaching Spiritwood.

Eckelson—Westward trains holding main track to meet an opposing train will not pass battery road crossing between switches at Berea. Eastward trains holding main track to meet an opposing train will not pass the battery box west of the road crossing between switches at Berea.

Peak—Westward trains holding main track to meet an opposing train will not pass main road crossing before the arrival of the opposing train at Peak. Eastward trains holding main track to meet an opposing train will not pass the signal at the west end of the siding before the arrival of opposing train at Peak.

Sanborn—Westward trains holding main track to meet an opposing train will not pass the east road crossing before the arrival of the opposing train at Sanborn. Eastward trains holding main track to meet an opposing train will not pass the west road crossing before the arrival of opposing train at Sanborn.

Koldok—Westward trains holding main track to meet an opposing train will not pass the east end of the siding before the arrival of the opposing train at Koldok. Eastward trains in the siding at Koldok will not line switch for the main track to leave until the op-

posing train has passed the west switch and/or the eastward block signal at the east end of the siding has cleared. Movement may be made at once if the westward train is held at Koldok.

Buffalo—Switching moves or track occupancy for movements in a westerly direction west of the double track switch may lock up the signal circuit to Koldok. Eastward trains attempt radio coordination with Buffalo and/or locals to avoid delay working through signals in a stop position. Once a train leaves Koldok against signal circuitry in a stop position, the entire circuit may be at stop through Buffalo.

This is to avoid placing intermediate signals at stop position for opposing movement.

14. Between Fargo and Dilworth—

Eastward trains must not pass Eighth Street Fargo until it is known that the route will be clear at Moorhead Jct. for their movement and verbal permission is received from Fargo control.

Moorhead Jct.—

Eastward trains crossing over to westward track and westward trains entering eastward track at crossover from long lead east of 21st Street crossing will observe to see that crossing gates at 21st Street are down before occupying the crossing.

Interlocking governing movement over crossover between eastward and westward track just west of 21st Street grade crossing, over WOW track and crossing at grade with Second Subdivision remotely controlled by operators at Fargo passenger station.

At Fargo—

Eastward trains stopping west of 27th Street must observe that crossing gates are down before occupying crossing.

15. Bismarck—

Soo Line interlocking, a special track circuit is installed on the main track over the crossing. Special circuit extends one car length either side of crossing. Cuts of three cars or less must not be left on this track circuit.

DAKOTA DIVISION

(Breckenridge - West Fargo)

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Breckenridge and Moorhead Jct.	60 MPH.	50 MPH.
Loaded unit coal trains.		40 MPH.
All Trains—		
Within 261-264 Territory Moorhead Jct.—Jy Jct.	22 MPH.	
Jy Jct. and West Fargo	35 MPH.	
Trains or engines on main routes actuating the points of Spring Switches; trains or engines thru No. 20 turnouts at following locations.		
Moorhead Jct. Switch.	35 MPH.	
At Fargo Psgr. Station—Using middle track from a point 300 feet on either side, and across Seventh Avenue Crossing, located one half mile east of Fargo Jct.	12 MPH.	
Breckenridge—Using controlled siding over switch at MP 215.1.	20 MPH.	
Item 1A, All Subdivisions, applies.		
2. Bridge, Engine and Heavy Car Restrictions—		
Cars heavier than the following not permitted without authority of Superintendent:		
40 ft. or less in length.	220,000 lbs.	
40 ft. to 52.5 ft. in length.	263,000 lbs.	
Cars over 52.5 ft. long	315,000 lbs.	

3. Train Register Exceptions—

Breckenridge, first class trains and extra passenger trains register by ticket at passenger station. Other trains register at yard office.

Fargo Psgr. Station—Register is for First class trains and extra passenger trains.

Fargo Yard Office—Register is only for freight trains originating or terminating.

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

At Wahpeton Jct., Moorhead Jct., Moorhead, Jy Jct. and West Fargo Rule 83(B) does not apply.

At Moorhead trains and engines from Wisconsin Sixteenth Subdivision must not enter Second Subdivision main track without permission from control operator at Fargo Psgr. Station.

At Fargo Psgr. Station all trains must obtain a clearance.

All westward Second Subdivision trains destined to enter the First Subdivision at Moorhead Jct. must obtain a clearance issued by the Minneapolis dispatcher before leaving Breckenridge.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Speed Test Boards—

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

Westward trains, between MP 16 and 17, approximately 4 miles west of Kent.

7. Manual Interlockings with Dual Control Switches—

At Fargo—Limits of interlocking extend from westward absolute signal at junction of main tracks east of passenger station to the eastward absolute signal just west of 8th Street crossovers. Hand throw electrically locked Switches in this area are under control of operator at Fargo Psgr. Station.

At Moorhead Jct.—Interlocking governing movement over crossing at grade with First Subdivision, WOW Track, junction with Second Subdivision and east Switch of connection between First Subdivision, Second Subdivision and Minnesota Fourth Subdivision remotely controlled by operator at Fargo Psgr. Station.

Interlocking governs movement over east switch of siding and junction with Second Subdivision is remotely controlled by operator at Fargo Psgr. station.

8. 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.

9. Normal position of east leg of wye switch at Fargo Jct. is for Fifth Subdivision. On arrival at Fargo Jct., crews on No. 10 and eastward extra passenger trains will communicate with operator at Fargo psgr. station for permission to operate east wye switch.

10. Fargo Yard Office—

Trains and engines on industry tracks at Seventh and Roberts Streets must observe that crossing signals are operating before occupying crossings.

11. Between Kent and Comstock—All freight trains will make roll-by inspection of both sides of train.

DAKOTA DIVISION

(Wahpeton Jct. - Casselton)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
Loaded unit coal trains	40 MPH.	
At Davenport— Over diamond at Twelfth Subdivision crossing	30 MPH.	
Head end speed restriction for east-bound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Signal 256.4 located at MP 41.23 . . .	55 MPH.	50 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivision, applies between MP 1 and MP 33.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

Diesel units heavier than Group 5 not permitted between Chaffee Line Jct. and Chaffee.

3. Train Register Exceptions—None.

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

Wahpeton Jct. and Chaffee Line Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. 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.

7. Between Chaffee Line Jct. and Chaffee is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

8. Between Colfax and Kindred—All freight trains will make roll-by inspection of both sides of train, except local freight and empty unit coal trains.

9. At Walcott—

Trains and engines on siding and industry track must observe that crossing gates at street crossing are down before occupying the crossing.

Nolan—West siding switch and Fifth Subdivision junction switch.

Siding switches at:

Luverne
Sutton
Juanita
Heimdal
Selz
Aylmer
Guthrie
Simcoe
Surrey All switches
New Rockford West yard lead

On Falsen pit tracks—Diesel units heavier than Group 6 5 MPH.

Trains handling loaded placarded tank cars of the TR car type between Nolan and Pillsbury—MP 52.1 to MP 52.4 30 MPH.

Item 1A, All Subdivisions, applies between MP 72 and MP 82, between MP 119 and MP 123, between MP 196 and MP 206, and between MP 216 and MP 226.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
Over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—

New Rockford—Register for trains originating or terminating only.

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

Surrey Line Jct., Nolan and Surrey—Rule 83(B) does not apply.

New Rockford—Crews terminating must deliver all clearances, train orders and messages to connecting crew. If connecting crew is not rested, incoming crew will turn their clearances, train orders and messages over to operator who will be on call under these conditions. These clearances, train orders and messages will then be delivered to outgoing crews by operator.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Speed Test Boards—

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

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.

7. Automatic Interlockings not Indicated at Station—

Soo Line crossing 5.1 miles west of Aylmer.

On Falsen pit tracks—Diesel units heavier than Group 6 5 MPH.

Trains handling loaded placarded tank cars of the "TR" car type between Nolan and Pillsbury—MP 52.1 to MP 52.4 30 MPH.

DAKOTA DIVISION

(Surrey Line Jct. - Surrey)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
Trains or engines through No. 20 turnouts at following locations	35 MPH.	

DAKOTA DIVISION

FIFTH, SIXTH, TWENTY-FIFTH, TWENTY-SIXTH AND TWENTY-SEVENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Jy Jct. and Nolan	50 MPH.
Casselton and Vance	40 MPH.
Berthold and Crosby	30 MPH.
Niobe and Northgate	25 MPH.
Stanley and Grenora	30 MPH.
Grenora—Engine or leading car must not exceed 15 MPH. over Main Street crossing.	
Nolan—Thru turnout at Fourth Subdivision Jct. switch.	35 MPH.
Vance—West wye switch—East switch of siding	35 MPH.
Through No. 20 turnout at:	
Jy Jct.	35 MPH.

Item 1A, All Subdivision, applies on Fifth Subdivision between MP 4.5 and MP 22, on entire Sixth, Twenty-Fifth, Twenty-Sixth and Twenty-Seventh Subdivisions.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet in length.	263,000 lbs.
EXCEPT Fifth Subdivision cars over 52.5 ft.	315,000 lbs.

3. Train Register Exceptions—

Niobe, Vance and Lignite Jct., register only when directed by Train Order.

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

Jy Jct., Nolan, Vance, Berthold, Stanley and Niobe Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary on Twenty-Sixth and Twenty-Seventh Subdivisions. When required to flag, distance will be 1 mile.

When required to flag on Twenty-Fifth Subdivision, distance will be 1 mile.

When required to flag on Fifth and Sixth Subdivisions, distance will be 2.5 miles.

6. Spring Switches—

Vance, west wye switch, normal position is for Fifth Subdivision.

A lunar light displayed on the spring switch light 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).

7. Automatic Interlockings not Indicated at Station—

Soo Line Crossing 1½ miles east of Bowbells.

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

9. Three (3) wheeled truck locomotives should not be turned on the wye at Niobe or Northgate.

10. 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.

DAKOTA DIVISION

(Minot - Williston)

SEVENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Minot and Williston	79 MPH.	
Against the current of traffic on double track.	59 MPH.	49 MPH.
Minot—Trains are not to exceed 30 MPH on main track from Harrington Crossing—MP 200.9 to Sixteenth Street Crossing—MP 1.5.		
On eastward and westward freight leads between Gavin yard and Soo Tower		30 MPH.
West of Soo Tower trains or engines using No. 11 turnouts.	12 MPH.	12 MPH.
Tioga—Engines on north L.P.G. track must not exceed		10 MPH.
Trains or engines through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
W.L. Switch . . . End of double track east end Gassman Bridge.		
Gassman Switch . End of double track west end Gassman 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 siding north and south of main track.		
Temple East and west siding switch.		
Ross West siding switch.		
Head end speed restrictions for west-bound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Signal 3.7 between Minot and W.L. Switch.	40 MPH.	30 MPH.
Signal 13.1 between W.L. Switch and Des Lacs	45 MPH.	35 MPH.
Signal 58.7 between Stanley and Ross	55 MPH.	45 MPH.
Signal 69.7 between Ross and White Earth	55 MPH.	45 MPH.
Signal 71.7 between Ross and White Earth	55 MPH.	45 MPH.
Signal 92.5 between Temple and Ray	55 MPH.	50 MPH.
Signal 102.9 between Wheelock and Epping	50 MPH.	40 MPH.
Signal 117.5 between Epping and Williston	55 MPH.	45 MPH.
Head end speed restriction for east-bound freight trains:		
Signal 1.6 between W.L. Switch and Soo Tower.	35 MPH.	25 MPH.
Signal 6.8 between Des Lacs and Gassman Switch	45 MPH.	35 MPH.
Signal 76.4 between Tioga and White Earth	55 MPH.	45 MPH.
Signal 85.0 between Temple and Tioga	55 MPH.	45 MPH.
Signal 92.4 between Ray and Temple	55 MPH.	50 MPH.

Signal 100.8 between Epping and Wheelock.	55 MPH.	50 MPH.
Signal 106.2 between Williston and Epping	55 MPH.	50 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between MP 20 and MP 25, between MP 68 and MP 105 and on both tracks between MP 105 and MP 118.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
Over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—

Soo Tower—Register is for first class trains, extra passenger trains and freight trains 3 and 23 who will register by ticket.

Williston—Through freight trains do not have to register.

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

Minot—Montana Division freight trains which do not change crews at Williston and first class and extra passenger trains will obtain Montana Division clearances at Soo Tower which will clear through train at Williston.

Minot—Trains originating obtain clearance at Soo Tower.

Minot, Berthold and Stanley—Rule 83(B) does not apply.

Running authority is not required for extra trains moving with the current of traffic where Rules 251-254 are in effect.

Dakota Division clearance received at Havre will clear the train at Williston.

At Williston Rule 83(B) does not apply to first class and extra passenger trains. Train and engine crews handling passenger trains will deliver all train orders, clearances and messages to relieving crews.

In CTC Territory—Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. 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.

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. 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.

9. Between J.D. Switch and end of double track Soo Tower there is no superiority of trains. That portion of Consolidated Code of Operating Rule 93 reading, "Within yard limits the main track may be used, clearing the time of first class trains when due to leave the last station where time is shown" does not apply between these two points. All train and engine movements must be made at reduced speed. To avoid delays to first class trains, all trains and engines using the main track between end of double track Soo Tower and J.D. Switch must contact either the Soo Tower operator or the Gavin yard operator by radio for information relative to overdue first class trains.

DAKOTA DIVISION

(Fargo Jct. - F.O. Switch)

EIGHTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Fargo Jct. and F.O. Switch	70 MPH.	50 MPH.
Loaded unit coal trains.		40 MPH.
Hillsboro—On old Beet track		5 MPH.
Trains or engines through No. 20 turnouts of sidings at Hillsboro and Gardner.		35 MPH.
At PA Tower over connecting track between F.O. Switch and D.L. Switch	10 MPH.	10 MPH.
Item 1A, All Subdivisions, applies.		

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—None.

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

Fargo Jct. and F.O. Switch—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Speed Test Boards—

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

Westward trains, between MP 33 and MP 34 between Harwood and Argusville.

Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.

7. Grandin—When switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account not sufficient clearance.

8. Between Grandin and Hillsboro and between Cummings and Reynolds—Freight trains will make roll-by inspection of both sides of train except local freight and empty unit coal trains.

9. Sidings—

Loaded unit coal trains must not use any sidings except Hillsboro.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
Cars over 52.5 feet long 315,000 lbs.

Devils Lake—Diesel units heavier than Group 5 not permitted on industry tracks.

Diesel units heavier than Group 6 not permitted on wye track.

Leeds—Diesel units heavier than Group 6 not permitted on former NP trackage.

3. Train Register Exceptions—

Gavin Yard—Register for trains originating or terminating only.

York and Churchs Ferry—Register for trains originating or terminating or when so directed by train order.

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

Hannah Jct., Lakota, Churchs Ferry, York, Rugby, Towner, Granville, Surrey and Minot—Rule 83(B) does not apply.

Devils Lake—All trains will require clearance.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

5. Rule 99—When flagging is required, distance will be 2.5 miles.

6. Speed Test Boards—

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

Eastward trains, between MP 79 and MP 78 between Keith and Crary.

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.

7. Automatic Interlockings not Indicated at Station—

Soo Line RR Crossing 2.9 miles east of Grand Harbor.

8. Restricted Clearances—

Minot stock yards, account elevated tracks north of bulkheads, employees must not get off on the south side from cars or engines while in motion.

9. Between Gavin Yard and Soo Tower—

Eastward and westward freight leads in service between Soo Tower interlocking and Gavin Yard. Automatic block signals in service on these tracks. Crossover switches when not being used must be left lined and locked in normal position on both the freight leads and switching lead. All movements entering on these tracks at hand operated switches must contact the operators at Gavin Yard and Soo Tower 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.

First track north of main track is eastward freight lead and second track north of main track is westward freight lead.

Rule 513 of the Consolidated Code of Operating Rules is in effect on these tracks.

10. Track between Gavin Yard and Tatman is considered industrial track, Rule 105 of the Consolidated Code of Operating Rules applies. A member of crew must be on ground and protect all movements where Tatman Air Base spur crosses Highway 83.

11. Between J. D. Switch and end of double track Soo Tower there is no superiority of trains. That portion of Consolidated Code of Operating Rule 93 reading, "Within Yard Limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these two points. All train and engine movements must be made at reduced speed. To avoid delays to first class trains, all trains and engines

DAKOTA DIVISION

(Hannah Jct. - Minot)

NINTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Passenger	Freight
Hannah Jct. and Minot	79 MPH.	50 MPH.

Devils Lake—Over crossings on Twenty-Eighth Subdivision.		12 MPH.
--	--	---------

Surrey—Over all switches		35 MPH.
------------------------------------	--	---------

Eastward and westward freight mains between Gavin yard and Soo Tower .		30 MPH.
--	--	---------

Head end speed restrictions for west-bound freight trains as follows:	Up to 100 tons/OB	Over 100 tons/OB
---	-------------------	------------------

Signal 483.9 on westward freight track at Minot.	None	25 MPH.
--	------	---------

Signal 484.7 on westward freight track at Minot.	None	25 MPH.
--	------	---------

Signal 485.3 on westward freight track at Minot.	None	25 MPH.
--	------	---------

Signal 486.3 on westward freight track at Minot.	25 MPH.	20 MPH.
--	---------	---------

Westward home signal on westward freight track at end of double freight tracks at Minot, Signal 2-L.	15 MPH.	15 MPH.
--	---------	---------

Westward home signal on westward freight track at J.D. Interlocking at Minot Signal 8-L	None	25 MPH.
---	------	---------

Signal 485.5 on main track at Minot .	None	25 MPH.
---------------------------------------	------	---------

Signal 88.5 between Grand Harbor and Devils Lake.	45 MPH.	35 MPH.
---	---------	---------

Head end speed restriction for east-bound freight trains as follows:		
--	--	--

Signal 485.4 on eastward freight track at Minot.	None	25 MPH.
--	------	---------

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between MP 31 and MP 196.

using the main track between end of double track Soo Tower and J. D. Switch must contact either the Soo Tower operator or the Gavin Yard operator by radio for information relative to overdue first class trains.

- 12 Between Michigan and Doyon, between Churchs Ferry and York and between Towner and Granville—Freight trains will make roll-by inspection of both sides of train.

Devils Lake—Freight trains will make inbound roll-by inspection of both sides of train.

DAKOTA DIVISION

TENTH, ELEVENTH, TWENTIETH, TWENTY-FIRST, TWENTY-SECOND, TWENTY-THIRD, TWENTY-FOURTH, TWENTY-EIGHTH, TWENTY-NINTH, THIRTIETH, AND THIRTY-FIRST SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Vance and Blanchard	30 MPH.
Mayville and Larimore	25 MPH.
Erie Jct. and Clifford	25 MPH.
Churchs Ferry and St. John.	40 MPH.
York and Dunseith	35 MPH.
Rugby and Antler	30 MPH.
Towner and Dunning	22 MPH.
Granville and Sherwood	25 MPH.
Nolan and Warwick	35 MPH.
Devils Lake and Hansboro.	22 MPH.
Lakota and Sarles	35 MPH.
Twenty-Third, Twenty-Eighth and Thirtieth Subdivi- sions—Engine series SD-7 and SD-9 restricted	22 MPH.
Devils Lake—Over crossing on Thirtieth Subdivision.	12 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet in length.	263,000 lbs.

EXCEPT:

On Tenth Subdivision—Cars over 52.5 feet long. 315,000 lbs.

On Eleventh Subdivision—Cars heavier than 220,000 lbs. not permitted.

On Twentieth Subdivision—Between Rolla and St. John cars heavier than 177,000 lbs. not permitted.

On Twenty-First Subdivision—Between Wolford and Dunseith cars heavier than 210,000 lbs. not permitted.

3. Train Register Exceptions—

Larimore—Register is for trains originating or terminating only.

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

Vance, Larimore, Erie Jct., Blanchard, Mayville, Churchs Ferry, York, Rugby, Towner, Granville, Nolan, Lakota and Warwick—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not necessary on these subdivisions. When required to flag distance will be 1 mile.

6. Larimore—Normal position for east switch of the east leg of the wye will be lined for the east leg of the wye.

7. Track between Portland Jct. and Portland is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

8. Railroad Crossings not Indicated at Station—

Munich—3.8 miles east Soo Line crossing.

Brocket—3.7 miles east Soo Line crossing.

Newburg—4.0 miles east Soo Line crossing.

DAKOTA DIVISION

(Fargo - Streeter)

TWELFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Fargo and Streeter.	35 MPH.
Between Fargo and Horace, over 13th Avenue south crossing at MP 1.56 until leading end of movement has occupied crossing.	5 MPH.
Between absolute signals of interlocking at Sheldon	20 MPH.
Diesel engines and cars in excess of 248,000 lbs.:	
Fargo and Edgeley.	30 MPH.
Edgeley and Streeter	20 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

3. Train Register Exceptions—

Independence and Lamoure—Trains will register when directed by train order.

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

Fargo, Independence, Lamoure, and Streeter—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not necessary between Fargo and Independence and between Lamoure and Streeter. When required to flag, distance will be 1.5 miles.

6. Independence—Normal position of west switch is lined for Sixteenth Subdivision.

7. Lamoure—The normal position of main line junction switch is for movement from Twelfth Subdivision to Sixteenth Subdivision.

8. Edgeley Jct.—Normal position of switch is for through movement between Berlin and Jud.

Track between Edgeley Jct. and Edgeley is considered industry track. Rule 105 of the Consolidated Code of Operating Rules applies.

DAKOTA DIVISION

THIRTEENTH, FOURTEENTH, FIFTEENTH, EIGHTEENTH, AND NINETEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Casselton and Marion	40 MPH.
Sanborn and McHenry	30 MPH.
Between home signals of interlocking at Hannaford	20 MPH.
Pingree and Wilton.	25 MPH.
Carrington and Turtle Lake	25 MPH.
Oberon and Esmond	40 MPH.
Diesel units and cars in excess of 248,000 lbs. between:	
Casselton and Embden	20 MPH.
Carrington and Sykeston.	12 MPH.
Oberon and Esmond	12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

250-ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 pounds.

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

Between Oberon and Esmond trains restricted to one unit account track conditions.

3. Train Register Exceptions—None.

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

Marion, Sanborn, McHenry, Pingree, Wilton, Carrington, Turtle Lake, Oberon and Esmond—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not necessary. When required to flag, distance will be 1 mile.

2. Bridge, Engine and Heavy Car Restrictions—

250-ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 pounds.

Cars heavier than the following not permitted without authority of Superintendent:

40 feet or less in length.	220,000 lbs.
Over 40 feet long.	263,000 lbs.

3. Train Register Exceptions—

Independence and Lamoure—Trains will register when directed by train order.

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

Pingree, Carrington, Oberon and Minnewaukan—Rule 83(B) does not apply.

Jamestown—All trains require a clearance.

5. On Sixteenth Subdivision, Rule 99, unless otherwise instructed, is not necessary between New Rockford and Minnewaukan and between Jamestown and Oakes. When required to flag, distance will be 1.5 miles.

On Seventeenth Subdivision, Rule 99, unless otherwise instructed, is not necessary. When required to flag, distance will be 1 mile.

6. Jamestown—First Subdivision special instructions govern.

7. New Rockford—Crossing interlocking instructions for trainmen in the use of push buttons located on absolute signals. After movement has been made through interlocking, signal may be cleared for reverse movement provided that the route for opposing move has not already been selected or cars are not occupying the opposite approach. To clear signal use push buttons.

Instructions for trainmen to make westward move from siding:

1. Reverse west siding switch.

2. Push button in iron box located on dwarf signal.

If signal does not clear after complying with instructions trainmen should proceed to bungalow and operate push-button release.

DAKOTA DIVISION

(Oakes - Minnewaukan) (McKenzie - Linton)

SIXTEENTH AND SEVENTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Jamestown and Minnewaukan	40 MPH.
Between home signals of interlocking at New Rockford . .	20 MPH.
Jamestown and Oakes	30 MPH.
McKenzie and Linton.	30 MPH.
Diesel units and cars in excess of 248,000 lbs. between:	
Temvik and Linton	12 MPH.

Item 1A, All Subdivisions, applies.

RADIO INFORMATION

MINNESOTA DIVISION

Base Station	Channel	Hours in Operation
Northtown Disprs. Ofc.	1	Continuous
Willmar Disprs. Ofc.	1	Continuous
Wayside Stations		
St. Croix Tower	1	Continuous
Oakland Tower	1	Continuous
	2 for yard forces in St. Paul	Continuous
Daytons Bluff	1	Continuous
	2 for yard forces in St. Paul	Continuous
Westminister Tower	1	Continuous
	2 for yard forces in St. Paul	Continuous
Midway	1	Continuous
	2 for yard forces in St. Paul	Continuous
St. Anthony Tower	1	Continuous
	3 for yard forces in Mpls.	Continuous
East Minneapolis	1	Continuous
	3 for yard forces in Mpls.	Continuous
1st Street North	1	Continuous
	3 for yard forces in Mpls.	Continuous
35th Avenue	1	Continuous
	4 for yard forces in Northtown	Continuous
Northtown	1	Continuous
	4 for yard forces in Northtown	Continuous
Coon Creek	1	Continuous
Anoka	1	Continuous
Elk River	1	Continuous
St. Cloud	1	Continuous
	2 for yard forces	Continuous
Little Falls	1	Continuous
Staples	1	Continuous
Wadena	1	Continuous
Detroit Lakes	1	Continuous
Dilworth	1	Continuous
Delano	1	Continuous
Hutchinson	1	Continuous
	8:00 am-5:00 pm Mon. thru Fri.	
Litchfield	1	Continuous
Willmar	1	Continuous
Benson	1	Continuous
Morris	1	Continuous
Campbell	1	Continuous
Breckenridge	1	Continuous
Melrose	1	Continuous
	8:00 am-4:00 pm Mon. thru Fri.	
Alexandria	1	Unattended
Fergus Falls	1	7:30 am-11:30 pm Daily
Barnesville	1	8:00 am-4:00 pm Mon. thru Fri.
Granite Falls	1	Continuous
Marshall	1	Continuous
Pipestone	1	Continuous
Garretson	1	Continuous
Sioux Center	1	Continuous
Sioux City	1	Continuous
Appleton	1	Continuous
	8:00 am-5:00 pm Mon. thru Fri.	
Nassau	1	8:00 am-5:00 pm Mon. thru Fri.
Watertown	1	Continuous
Willow Lake	1	Unattended
Huron	1	7:00 am-4:00 pm Mon. thru Fri.
Aberdeen	1	8:00 am-5:00 pm Mon. thru Fri.

WISCONSIN DIVISION

Base Stations	Channel	Hours in Operation
Superior Disprs. Office	1	Continuous
Northtown Disprs. Office	1	Continuous
Wayside Stations		
Allouez	1	Continuous
Superior	1	Continuous
Duluth	1	Continuous
	2 for yard forces in Duluth	Continuous
Saunders	1	Continuous
Nickerson	1	Continuous
Hinckley	1	Continuous
Cambridge	1	Continuous
Coon Creek	1	Continuous
Carlton	1	Continuous
Kelley Lake	1	Continuous
Keewatin	1	7:00 am-3:00 pm Mon. thru Fri.
Nashwauk	1	7:00 am-3:00 pm Mon. thru Fri.
Calumet	1	Continuous
Canisteo	1	7:00 am-3:00 pm Daily
McGregor	1	Continuous
Aitkin	1	8:00 am-5:00 pm Mon. thru Fri.
Deerwood	1	8:00 am-5:00 pm Mon. thru Fri.
Central Ave.	1	Continuous
Wisconsin Drawbridge	1	Continuous
	2 for yard forces in Duluth	Continuous
Minnesota Drawbridge	1	Continuous
	2 for yard forces in Duluth	Continuous
Grassy Point Drawbridge	1	Continuous
	2 for yard forces in Duluth	Continuous
Brainerd	1	Continuous
Staples	1	Continuous
Floodwood	1	Continuous
Grand Rapids	1	Continuous
Cass Lake	1	Continuous
International Falls	1	9:00 am-6:00 pm Mon. thru Fri.
Bemidji	1	7:00 am-11:00 pm Mon. thru Fri.
Bagley	1	Continuous
Fosston	1	Continuous
Roseau	1	7:00 am-11:00 am 3:30 pm-4:00 pm 8:00 am-5:00 pm Mon. thru Fri.
Thief River Falls		
Crookston	1	Continuous
Noyes	1	Continuous
Hallock	1	Continuous
Stephen		8:00 am-5:00 pm Mon. thru Fri.
Warren	1	Continuous
Grafton	1	Continuous
Grand Forks	1	Continuous
	2 for yard forces in Grand Forks	Continuous
PA Tower	1	Continuous
	2 for yard forces in Grand Forks	Continuous
Emerado	1	8:00 am-5:00 pm Mon. thru Fri.
Larimore	1	Continuous
Park River	1	8:00 am-5:00 pm Mon. thru Fri.

DAKOTA DIVISION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1	Continuous
Minot Disprs. Office	1	Continuous
Wayside Stations		
Dilworth	1	Continuous
Hillsboro	1	Continuous
Fargo	1	Continuous
	2 for yard forces in Fargo	Continuous
Kindred	1	7:30 am-11:00 am 3:30 pm-4:30 pm Mon. thru Fri.
Breckenridge	1	Continuous
Oakes	1	8:00 am-5:00 pm Mon. thru Fri.
Lakota	1	Continuous
Devils Lake	1	Continuous
Churchs Ferry	1	Continuous
Rugby	1	Continuous
Towner	1	Continuous
Nolan	1	Continuous
Hannaford	1	Continuous
Juanita	1	Continuous
New Rockford	1	Continuous
Selz	1	Continuous
Aylmer	1	Continuous
Karlsruhe	1	Continuous
Gavin Yard	1	Continuous
Casselton	1	Continuous
Buffalo	1	Continuous
Valley City	1	Continuous
Sanborn	1	Continuous
Jamestown	1	Continuous
Medina	1	Continuous
Tappen	1	Continuous
Steele	1	Continuous
McKinzie	1	Continuous
Minot	1	Continuous
Berthold	1	Continuous
Niobe	1	Continuous
Stanley	1	Continuous
Tioga	1	Continuous
Wheelock	1	Continuous

This page was left blank intentionally.

This page was left blank intentionally.

This page was left blank intentionally.

SPEED TABLE

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles 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