

**BURLINGTON
NORTHERN
INC.**

**TWIN CITIES
DIVISION**

**Special
Instructions
No. 1**

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

Tuesday, March 3, 1970

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

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

**Superintendent
R. O. HAMMERSTROM**

ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains	79 MPH.
Freight trains	65 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

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

Engines running light or with caboose only 50 MPH. unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars	45 MPH.	20 MPH.
Scale test cars	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wrecking derricks	30 MPH.	15 MPH.
Locomotive cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells and shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Rotary plows, wedge plows and dozers	30 MPH.	15 MPH.
Log trains	30 MPH.	15 MPH.

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

2. Movement of Engines Dead in Trains—

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

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel Units Not Equipped with Alignment Control Devices—

GN	1 through 195
CBQ	9108 through 9106
	9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9310 through 9321
NP	99 through 177
	400 through 429
	500, 501, 525, 551, 555 through 558
	602, 603, 651, 700 through 724
	750, 800 through 803, 850 through 853
	900 through 912
SPS	11 through 55
	856 through 869

Diesel Units Equipped with Coupler Alignment Lock Blocks—

GN	550 through 599
CBQ	200 through 267, 270 through 287
	300 through 374, 400 through 411
	430 through 459
NP	200 through 375, 552 through 554
	562 through 569
SPS	60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow—

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292.....	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

NP Engine 100	40 MPH.
400 series, 600, 700 series.....	45 MPH.
99 and 5400 series.....	55 MPH.
100 series (except 100) 525, 800 through 803..	60 MPH.
200 series, 300 series, 500, 501, 550 through 569, 850 series, 860 series, 900 series, 6000 series, 7000 series	65 MPH.
2500, 2800, 3300, 3600 series.....	70 MPH.
6500 series, 6600, 6700 series.....	75 MPH.
Budd cars B-30, B-31, B-32, B-40, B-41, B-42 on rear of train only.....	79 MPH.

GN 14 through 16, 77, 80 through 83, 98, 99, 102 through 110, 112 through 131, 134 through 136, 145 through 162, 165 through 170.....	50 MPH.
11 through 13, 17 through 23, 29 through 33, 100, 101, 163, 164, 186 through 195, 200 through 209, 271 through 276, 307 through 317, 448 through 474 even nos., 550 through 599, 600 through 673, 681 through 734, 900 through 915, 2000 through 2035, 3000 through 3040	65 MPH.
320 through 333, 350 through 385, 400 through 440, 500 through 503, 505 through 512, 679, 680 R.D.C. 2350, 2500 through 2544.....	79 MPH.

SPS 11, 22 through 28, 40 through 45, 50 through 55.....	50 MPH.
60 through 98, 154 through 327, 856, 869.....	65 MPH.
330 through 335, 150 through 153, 750, 800 through 806.....	79 MPH.

3. When NP road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided;

- Outfit cars
- Tie flats (GN X4800 to X4975, X4410)
- Scale test cars (next ahead of caboose)
- Wrecking derricks
- Pile drivers
- Loco cranes
- Rotary Snow Plows, dozers, wedge plows
- Jordan spreaders
- Air dump cars loaded or empty
- Log flats — NP 117002 to 117892

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivisions have curves of 6° or more on grades of 1% or more.

Eleventh Subdivision Twelfth Subdivision

5. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

6. Heavy Cars—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.

EXCEPT: On mainline subdivisions cars at least 64'8" over strikers with minimum axle spacing of 6'0", minimum truck centers of 53'7" and minimum wheel diameter of 38".....

7. Rule 223—Unless otherwise provided lights will not be displayed on train order signals on branch line subdivisions. Trains will be governed by the day indication of these train order signals.

8. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher. Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.
9. **Pulpwood—**
Pulpwood loaded on open top cars, but not in accordance with Open Top Car Loading Rules, may be handled only in accordance with the following requirements:
Such loads shall not be moved in a train until inspected by the conductor who will determine that they are not overloaded or improperly loaded and are safe to move without loss of lading.

On Double Track—

SPEED OF TRAINS HANDLING SUCH LOADS WILL NOT EXCEED 20 MPH.

Trains handling such loaded cars must not meet or be passed by trains, except work trains, between stations on opposite track of double track; must be standing when met or passed by passenger trains on opposite track at stations and if practicable must be standing when met or passed by freight trains on opposite track, but if not practicable will move at reduced speed. When meeting or passing work trains between stations one train must be standing when practicable.

Conductors will notify dispatchers when such loaded cars are to be handled in their trains and secure train orders that trains, except work trains, on opposite track will be held at next station until their trains have arrived. Such loaded cars must be handled between stations only during daylight hours except in case of emergency, and when running between stations, a trainman must be stationed on the rear platform of the caboose to watch for pulpwood that may be lost from cars and obstruct the opposite track. In case of such obstructions prompt action must be taken to protect trains on the opposite track.

On Single Track—

Trains handling such loaded cars must be standing when meeting or being passed by passenger trains.

The foregoing requirements will not apply to pulpwood loaded in gondola cars, properly secured with side protection of wire mesh or boards in accordance with Open Top Car Loading Rules.

10. **Precautions To Be Observed in the Handling of Peeled Pulpwood—**

Before picking up cars of peeled pulpwood from industry at any station, conductor must examine lading; if lading is not protected with woven wire to prevent sliding out on sides, or, when wire is not available, with boards and stakes, then car must not be moved from industry. The fact must be promptly reported by wire to the Superintendent.

If unpeeled pulpwood, end stakes must be placed vertically across both ends of car so as not to leave a gap or opening between the stakes. If car is loaded above the end stakes car must be refused and Superintendent notified.

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Zone—Between	Passenger Freight
Northtown and Staples.....	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
At St. Cloud trains picking up or putting off US Mail..	45 MPH.	

2. **At Northtown—**Switchtender territory extends from Soo Line overhead bridge to three hundred ten (310) feet east of Thirty-third Avenue N.E. overhead bridge. Eastward trains moving via Twin Cities Terminal First Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.
Time applies at switchtender's territory.
Automatic block signal located at switch tenders territory may be operated by the operator at train order office to indicate

Stop when a movement against the current of traffic on the westward track is to be made to that point. Trains stopped by this signal will be governed by instructions of the switch tender or may use telephone located in old yard office to obtain necessary information.

3. **At Coon Creek—**Eastward governing signal of interlocking is connected with the train order signal and will display Approach aspect when train order signal is displayed as stop signal or 19 order signal.
4. **At St. Cloud—**Passenger train backup movements. Air Brakes must be controlled by trainman using backup airbrake valve and whistle.
Unless otherwise authorized by train dispatcher trains and engines working on eastward track east of Interlocking limits must be clear of eastward track when No. 27 is due to arrive St. Cloud.
5. **At 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.
6. **At Little Falls—**A City Ordinance prohibits blocking any street crossing for longer than 10 minutes. To comply with this Ordinance, the following will be observed with particular emphasis on Broadway Street Crossing (Highway No. 10).
Train and engine crews of trains performing station work at Little Falls, will, at the earliest opportunity, inform themselves of the work to be done. Such work to be arranged and performed in such a manner as to cause the least possible disruption to vehicular traffic. Except in emergency, no crossings are to be blocked by standing trains or continuous switching moves more than 10 minutes, and less if practicable.
Operators at Little Falls will be responsible insofar as they have knowledge for informing trains in advance of arrival, the number of cars to be picked up or other station work to be performed. This, however, will not relieve crew members of responsibility for ascertaining this information.
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.
7. **At Staples—**Fargo Division instructions govern.
8. **Spring Switches—**
Northtown—west end of running track connecting with westward track, not equipped with facing point lock.
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
9. **Train Register Exceptions—**
At Northtown, first class and extra passenger trains will register by ticket.
At Coon Creek, Lake Division trains and at Elk River, Tenth Subdivision trains will register by ticket.
10. **Clearance Provisions and Exceptions Rule 83(B)**
At Northtown, westward first class trains will not require clearance if train order signal indicates proceed.
At Coon Creek, eastward first class trains from Lake Division will not require clearance if train order signal indicates proceed. Elk River.
At East St. Cloud trains from Eighth Subdivision secure clearance at "DX" office St. Cloud.
In CTC Territory—Rule 83 (B) will not apply when so authorized by the train dispatcher.

11. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

SECOND SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

35 MPH.—Trains or engines through No. 20 turnouts at following locations:

- End of double track at Wayzata.
- Wayzata, east and west switches.
- End of two main tracks at MP 98 and MP 105.
- Crossover just west of stockyards at Willmar and east crossover switch at Benson.
- Delano, east and west switches.
- Howard Lake, east and west switches.
- Cokato, east and west switches.
- Dassel, east and west switches of control siding.
- Litchfield, east switch of control siding.
- Atwater, east and west switches.
- Kerkhoven, east and west switches.
- Benson, east switch of control siding.
- Clontarf, east and west switches.
- Morris, east and west switches.
- Donnelly, east and west switches.
- Herman, east and west switches.
- Norcross, east and west switches.
- Campbell, west switch.
- MP 212, east switch of control siding.

2. Train Register Exceptions—

Willmar, register is for freight trains only.

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

All trains must obtain clearance at Willmar.

At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

Westward Fargo Division trains via Seventh Subdivision will require Soo Line RR clearance at Breckenridge.

Westward trains off Fargo Division will not require a clearance at Aberdeen Line Jct.

4. Lyndale Jct.—Eastward freight trains on Willmar Line having cars to set out at this point will stop before passing eastward Absolute Signal to make setout.

5. Lyndale Jct.—If automatic block signal indicates Stop, after stopping, if a proceed signal is received from switch tender train may proceed at restricted speed. This modifies Rule 509 of the Consolidated Code of Operating Rules relative to calling the train dispatcher.

All movements on house track over State Aid road No. 11 just west of depot Campbell, all movements on industry track over 4th Street Crossing Donnelly and 4th Street Crossing Waverly must be protected by flagman.

At Wayzata—When switching over Barry Avenue Crossing, or when standing on either main track, and a train is approaching on adjacent track, a member of the crew standing at the station will protect the crossing on the ground.

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. Crossovers on Double Track and Two Main Tracks Not Indicated at Station—

- Trailing Point
- Mile Post 15.....400 feet west of.
- Mile Post 19.....700 feet west of.

8. Instructions Governing Operation of Train and Engines within Centralized Control System—

Two main tracks known as—NORTH MAIN and SOUTH MAIN—extends between the following points:

MP 98 and MP 105.

Willmar is the control station for CTC under the supervision of train dispatcher.

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 siding at east end of siding.

9. Main Track Switch Not Equipped with Electric Lock—

Main Plain—Paper Products Spur. Rule 268 (A) applies.

10. Manual Interlockings Not Indicated at Station—

Fargo Division crossing.....1.58 miles east of Breckenridge Remotely controlled by operator at Breckenridge.

11. Automatic Interlockings Not Indicated at Station—

Soo Line RR crossing.....2.17 miles west of Tintah

THIRD, FOURTH, SEVENTH AND NINTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Morris and Browns Valley.....	35 MPH.
Wayzata and Hutchinson	25 MPH.
Willmar and Sioux City	49 MPH.
Garretson and Sioux Falls.....	30 MPH.
Sioux Falls and Yankton.....	25 MPH.
Between Absolute Signals of Interlockings at:.....	20 MPH.
Clara City.	
Hanley Falls.	
C&NW Ry. Crossing 6.68 miles west of Hills.	
Hills.	
Wren Tower.	
CMStP&P RR crossing 1.18 miles east of Sioux City.	
Sioux Falls.	
Lennox and Davis.	
Garretson, within city limits.....	20 MPH.
IC RR Crossing, 2.89 miles east of Sioux City.....	10 MPH.
Sioux Falls, within city limits.....	15 MPH.
Approaching 6th and 8th St. crossings.....	6 MPH.
Yankton, CMStP&P RR crossing.....	10 MPH.

35 MPH.—Trains or engines through turnouts at following location:

Sioux City, east switch 26th street yard.

2. **Train Register Exceptions—**
Garretson, Register only for trains originating and terminating.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
All trains must obtain Clearance at Garretson and Sioux Falls.
4. **Pipestone, trains and engines using CRI&P main track between BN interchange track switch and west end of CRI&P siding, must move at reduced speed, and must be governed by current operating rules and timetable of CRI&P Ry.**
5. **Automatic Interlockings Not Indicated At Station—**
 CMStP&P RR crossing.....1.4 miles west of Granite Falls
 C&NW Ry. crossing.....0.8 miles west of Hanley Falls
 C&NW Ry. crossing.....6.6 miles west of Hills
 IC RR crossing.....0.3 miles east of Hills
 CRI&P RR crossing.....0.2 miles east of Lester
 CMStP&P RR crossing.....1.1 miles east of Sioux City
 C&NW Ry. crossing.....3.9 miles west of Sioux Falls
 CMStP&P RR crossing.....0.2 miles west of Lennox
 C&NW Ry. crossing.....3.5 miles west of Davis

Granite Falls, push button controls are located on west end of depot, at crossover switches, at west siding switch, and on westward absolute signal. 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 at CMStP&P crossing, 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 westward train occupies main track at depot for meeting trains or station work for a period in excess of four minutes, trainman must operate push button at depot or at crossover switches to obtain interlocking route. If a westward train occupies main track between westward approach and absolute signals for a period in excess of four minutes, trainman must operate push button at east siding switch or on absolute signal to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.

6. **Semi-Automatic Interlockings Not Indicated at Station—**
M.W. Ry. crossing.....0.4 miles west of Clara City
7. **Railroad Crossings Protected by Gates Not Indicated at Station—**
 I.C. RR crossing.....2.8 miles west of Sioux City
 Normal position is clear for BN.
 CMStP&P RR crossing.....0.8 miles east of Yankton
 Normal position is clear for BN.
 CMStP&P RR crossing.....1.41 miles east of Yankton
 Normal position is stop for BN.
8. **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 Priam and Raymond.
 Westward trains, between MP 121 and MP 122 between Jasper and Sherman.
 Eastward trains, between MP 134 and MP 135 between Garretson and C&NW Ry crossing.
 Westward trains, between MP 208 and MP 209 between Merrill and Wren Tower.
9. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between stations on the Fourth, Seventh and Ninth Subdivisions.
10. **At Sioux City—Lincoln Division Instructions Govern.**

FIFTH AND SIXTH SUBDIVISIONS

1. **Speed Restrictions—**
 Zone—Between
 Benson and Huron 35 MPH.
 Waterton and Sioux Falls 25 MPH.
 Between absolute signals of interlockings at..... 20 MPH.
 Appleton
 Huron
 Arlington
 Watertown, within city limits..... 6 MPH.
 Arlington, within city limits..... 10 MPH.
 Sioux Falls, within city limits..... 15 MPH.
 approaching 6th and 8th street crossings..... 6 MPH.
2. **Automatic Interlockings Not Indicated at Station—**
 CMStP&P Ry. crossing.....0.77 miles west of Appleton
 C&NW Ry. crossing0.64 miles east of Huron
 C&NW Ry. crossing0.97 miles west of Arlington
3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Watertown and West Side Jct. and Benson and Huron.

EIGHTH SUBDIVISION

1. **Speed Restrictions—**
 Zone—Between
 Lyndale Junction and St. Cloud Yard..... 50 MPH.
 St. Cloud Yard and Willmar..... 45 MPH.
 Between Absolute Signals of Interlockings at..... 20 MPH.
 Rice Jct.
 Paynesville.
 35 MPH.—Trains or engines through No. 20 turnouts at following location: Robbinsdale, east and west switches.
2. **Train Register Exceptions—**
 Lyndale Jct., all trains register by ticket.
 St. Cloud Yard First Class Trains will register by ticket.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.
 All trains must obtain Clearance at St. Cloud Yard.
 Trains originating at East St. Cloud or Rice Jct. may proceed without a clearance.
 At MW Jct., eastward MW trains will not require a clearance.
4. All movements on industry track over Noble Avenue Crossing, 1000 feet east of depot Robbinsdale, must be protected by flagman.
 All movements on the North Maiers Transfer & Storage track St. Cloud Yard must be protected by flagman when crossing 25th Avenue.
5. Track north of main track extending approximately 2 miles eastward from depot, St. Cloud Yard, is known as LONG LEAD and must be kept clear for meeting and passing of trains.
6. **Spring Switches with Facing Point Lock—**
 Robbinsdale, east and west siding switch.
 Osseo, east and west siding switch.
 The above spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104(H) of the Consolidated Code of Operating Rules.
 St. Cloud Yard, at Osseo Line Junction switch.
 When a train or engine is stopped by a stop indication at one of the governing signals, a member of the crew must operate push button time release, if signal does not clear when release is run down, Rule 104 (H) of the Consolidated Code of Operating Rules applies. Rule 509 does not apply at this location.

7. **Automatic Interlockings Not Indicated at Station—**
 MW Ry. crossing.....0.7 miles west of Lyndale Jct.
 Soo Line RR. crossing.....1.3 miles west of Robbinsdale
 Soo Line RR. crossing.....0.7 miles west of Paynesville
8. **Manual Interlocking with Dual Control Switches—**
 Rice Jct.
 This switch is electrically controlled by operator at St. Cloud
 Yard.

TENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
 Zone—Between Freight
 Elk River and Princeton..... 45 MPH.
 Princeton and Milaca 20 MPH.
 Between Absolute Signals of Interlocking at Elk River 20 MPH.
2. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Tenth Subdivision, between Elk River and Milaca.

ELEVENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
 Zone—Between
 Little Falls and Brainerd..... 35 MPH.
 At Brainerd, over public crossings all trains..... 10 MPH.
2. **Bridge and Engine Restrictions—**
 Bridge 106, Little Falls
 250-ton wrecking derricks and pile driver NP 25....Not Permitted
 150-ton wrecking derricks must be preceded and followed by a car weighing under 100,000 lbs. Pile drivers NP 26 to 34 incl. must have boom resting on idler car. Cars 40 feet long or less and weighing between 177,000 lbs. and cars over 40 feet long weighing between 220,000 and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs. except that 89-foot 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.
 All Trains 10 MPH.
3. **At Little Falls, First Subdivision Instructions Govern.**
4. **At Camp Ripley Junction, gate over track leading to Camp Ripley, about four hundred (400) feet west of the river bridge is equipped with switch lock, and must be kept closed and locked when not in use.**
 Train or engine movements across the joint railway-highway bridge must be made at reduced speed, and movement protected as prescribed by Rule 103.
5. **At Camp Ripley, unloading platform along south track does not afford standard clearance from a point two hundred seventy (270) feet west of gasoline unloading pipe to end of platform.**
6. **At Brainerd, Lake Division Instructions Govern.**

TWELFTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
 Mile Post 0 and 2500 feet west MP 8..... 30 MPH.
 2500 feet west MP 8 and Morris..... 20 MPH.
 Diesel Engine Units and cars in excess of
 248,000 lbs. 15 MPH.
 At Grey Eagle, over grade crossings east of station.... 10 MPH.
 At Sauk Centre within corporate limits..... 15 MPH.
 At Villard approaching main street crossing..... 10 MPH.
2. **Bridge and Engine Restrictions:**
 Series 2500, 2800, 3300 and 3600 diesel engine
 units between MP 8 and Morris.....Note Permitted
3. **At Little Falls, First Subdivision instructions govern.**
4. **At 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.**
5. Unless otherwise provided, protection against following trains as required by Consolidated Rule 99, is not required on the Twelfth Subdivision.

SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.3
		57	1	45	34.3
		58	1	50	32.7
		59	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