NORTHERN PACIFIC RAILWAY COMPANY

St. Paul Division

Special Instructions No. 6

In Effect at 12:01 A. M. Central Standard War Time

Sunday, March 18, 1945

These instructions constitute a part of the Time Table currently in effect.
Employes whose duties are in any way affected by the Time Table must have a copy of The Current Special Instructions and Current Time Table with them on duty.

T. M. FLYNN,
Superintendent.

W. W. JUDSON,
General Manager.

C. V. BERGLUND,
General Superintendent of Transportation.

ALL SUBDIVISIONS.

1. **Speed Restrictions—**

Except as otherwise provided, passenger trains sixty (60) MPH, freight and mixed trains fifty (50) MPH.

J Manifest freight trains ..... 35 MPH.

All trains and engines:
Through crossovers, turnouts and gantlets..... 15 MPH.
Handling steam wrecking cranes, pile drivers or locomotive cranes ..... 30 MPH.
Picking up train orders from operators..... 30 MPH.

Engines—Classes—	Handling trains.	Running light.
All A and Q (except on passenger trains where higher speed is authorized)	60 MPH.	60 MPH.
Z-6, Z-7 and Z-8	60 MPH.	50 MPH.
Z-5, D-2, D-3, Y, Y-1, Y-3	40 MPH.	35 MPH.
Z-2, Z-3, Z-4, F-1	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2	50 MPH.	45 MPH.
S-10	45 MPH.	40 MPH.
Steam switch engines, without engine trucks, under all conditions	15 MPH.	15 MPH.
660 HP diesel-electric switch engines, Nos. 125 to 130 inc.	45 MPH.	45 MPH.
5400 HP diesel-electric road engines, Nos. 6000 to 6010 inc.	65 MPH.	65 MPH.
900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	60 MPH.	60 MPH.

Coming from shops, under steam, to prevent running hot:
All A and Q and classes Z-6, Z-7 and Z-8..... 50 MPH.
S-4, T, T-1, W to W-5 inc., Y-2..... 35 MPH.
Z-5, D-2, D-3, S-10, Y, Y-1, Y-3 ..... 30 MPH.
Z-2, Z-3, Z-4, F-1 ..... 25 MPH.

Main Line—With main and side rods removed:
All A and Q and classes Z-6, Z-7 and Z-8..... 30 MPH.
Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc..... 25 MPH.
Z-2, Z-3, Z-4, F-1 ..... 20 MPH.

With main rods removed and side rods in place:
All A and Q and classes Z-6, Z-7 and Z-8..... 35 MPH.
Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc..... 30 MPM.
Z-2, Z-3, Z-4, F-1 ..... 25 MPH.

Branch Lines—With either or both main and side rods removed:
All A and Q classes ..... 25 MPH.
All other classes ..... 20 MPH.

On bridges—With either or both main and side rods removed:
Steam switch engines, without engine trucks..... 15 MPH.
Other engines ..... 20 MPH.
In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified above for engines coming from shops under steam.

Diesel-electric, 660 HP Nos. 125 to 130 inc., when handled dead in train ..... 45 MPH.
Diesel-electric, other engines, when handled dead in train ..... 50 MPH.
Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers—operation—track and bridges—general.

Except as otherwise provided, double header operation of engines of the same class carry the restrictions applicable to single headers of that class, and double headers of engines of different classes carry the restrictions applicable to single headers of the heavier class of the combination.

Double-Heading Restrictions—Engines, Classes A-2 to A-5 or Z-6 to Z-8 inclusive:
When necessary to use two such engines on freight trains, the second engine must be cut in at the middle or in the rear portion of the train. When such engines are used as helpers on passenger trains handled by engines of the same class, such helper engine must be placed on the rear of the train. When engines of these classes are used to double-head with engines of W or other A or Z classes, the A-2 to A-5 or Z-6 to Z-8 inclusive, must be the lead engine.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

3. Lights will be displayed at night on all main line train order signals. On branch line subdivision where lights are not displayed on day-office train order signals, all trains will positively ascertain position of signal and be governed by the day indication.

4. Transportation Rule D-97 applies to all divisions.

5. Transportation Rule 509(B): In complying with this rule the following must be observed—Where the Stop-and-Proceed signal is located at the leaving end of a siding, the Stop-indication may be due to an opposing train proceeding in the same block on an Approach-signal indication and every precaution consistent with train rights and the track ahead should be taken before proceeding, to insure safe movement through the block.

6. Transportation Rule 606: Emergency Signals are not used at interlocking or drawbridges operated by the N. P. Railway.

7. Transportation Rule 726 is modified to require that yellow signals will be placed one and one-fourth (1¼) miles instead of one mile distant from the location of the slow track.

8. Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light at night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one and one-fourth miles distant beyond the red signals. On the approach of a train the flagman will display the yellow signals, which must be acknowledged by the enginemen in accordance with Rule 14 (g). On the Eighth and Ninth Subdivisions, and also in special cases authorized by the superintendent and protected by train order, the yellow signals will be placed as prescribed and the flagman will not be required except during fog, storms or otherwise bad weather.

9. When a siding is to be used temporarily as a main track, the switches will be set and locked for the siding and must be protected by flagman until train order covering the movement is issued to all trains and the section foreman of that section notified; the flagman to remain until released by the train dispatcher.

10. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.

11. In case of failure of communicating signal system on passenger trains, and on freight trains when conditions permit, enginemen will receive "proceed" signal before passing any station.

12. Spring Switches—

A train or engine stopping on a spring switch while trailing through and actuating the switch points must not make a reverse movement, or take slack until the switch has been operated by hand and it is known that switch points are in proper position for safe movement. When a train or engine moving in either direction is stopped by a signal governing movements over a spring switch, the switch must be examined to make certain it is properly lined, locked or secured and that points fit.

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting train movement is evident, the switch must be operated by hand for the route. If switch is equipped with a facing point lock, it must not be lined and locked in normal position until after movement has been completed. If switch is not equipped with a facing point lock, it must be lined and locked in normal position after the leading wheels have passed the fouling point.
When moving against the current of traffic on double or three or more tracks, trains must stop and examine facing points of spring switches unless such switches are protected by signals.
Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch and signal continues to display Stop indication, after complying with above requirements movement must be made as provided by Rule 509(B).

12(a). Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed.
Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 30 miles per hour.
If switch is lined for turnout, the allowable turnout speed must be observed.
Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.
Movement in trailing point direction which springs the switch points must not exceed 30 miles per hour.
If movement is through turnout the allowable turnout speed must be observed.

13. Before moving a work or wrecking train, the whistle signal 14(b) or 14(h) must be sounded for the protection of men working about such trains.
Adequate protection must be given where crane or derrick booms foul adjacent tracks.
When trains are seen or known to be closely approaching and while passing on an adjacent track:—
Snow plows must not be operated to throw snow on passing trains;
Trains unloading ballast or other track material or operating spreaders, or other track equipment must stop;
Booms of cranes, ditchers or other similar equipment or other projecting parts of rotating machinery must be secured in position to clear adjacent track and operation stopped, unless properly protected.

14. Test of hand brakes of gas-electric motor cars must be made made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control", conductor and engineer will cooperate in making test.
Gas-electric motor cars, when handled dead in freight trains, must be behind caboose.

15. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.

16. Cranes, derricks, steam shovels, mining machinery, and spreaders etc., moving either on their own wheels or on cars, with or without booms attached, must be moved with boom or spreader wings trailing except when necessity requires otherwise.

17. BULLETIN STATIONS—
St. Paul, Telegraph Office at Union Depot.
Fourth Street, Yard Office.
Mississippi Street, Round House and Yard Office.
Minneapolis, N. P. Freight Yard, Yard Office.
Northtown, Yard Office, Round House.
Little Falls, Passenger Station.
Staples, Passenger Station, Yard Office, Round House.
Lake Park, Passenger Station.
Dilworth, Yard Office, Round House.
Fargo, Conductors' Room.
Brainerd, Passenger Station, Round House.
Wahpeton, Passenger Station.
East Grand Forks, Passenger Station.
Tilden Junction, Passenger Station.

18. STANDARD TIME CLOCKS—
St. Paul, Telegraph Office Union Depot, Round House.
Northtown, Telegraph Office.
Staples, Passenger Station, Yard Office, Round House.
Lake Park, Passenger Station.
Dilworth, Telegraph Office.
Fargo, Conductors' Room.
Brainerd, Passenger Station.
East Grand Forks, Passenger Station.

19. WATCH INSPECTORS—
St. Paul—Christensen's, A. Lindahl, C. J. & H. W. Anderson, Northern Watch Co.
Minneapolis—C. G. Lindquist, S. Kaplin, Allen & Berg, Oscar P. Gustafson Co., Olson Jewelry Co.
St. Cloud—Weber Jewelry Co.
Little Falls—E. V. Wetzel.
Staples—C. E. La Bonte.
Brainerd—E. J. Sedlock.
Morris—S. H. Grosland.
Wahpeton—E. E. Bassett.
Grand Forks—E. A. Arhart.
Fargo—E. W. Johnson.

NOTE.

Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of the trains meeting, passing, or being passed will not be shown.

FIRST SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Passenger trains, between Northtown and Cushing and between Lincoln and Staples	70 MPH.
At Sauk Rapids, between MP 75 and First Street South (first crossing east of passenger station)	40 MPH.
Old Line, between Gregory and east side Little Falls—	
Engines classes A, A-1, A-2 and A-3	10 MPH.
Lighter engine classes	20 MPH.
At Randall, between second crossing east and first crossing west of passenger station	50 MPH.

2. **Bridge and Engine Restrictions—**

Bridge 43, between Elk River and Big Lake—on eastward track engines classes Z-5, Z-6, Z-7 and Z-8	20 MPH.
Bridge 105, east of Little Falls, engines class Z-5	20 MPH.
Engines classes Z-6, Z-7 and Z-8	30 MPH.

Engines A classes or heavier not permitted on the following tracks:
At Minneapolis Passenger Station, tracks 1 to 5 inclusive, and tracks 12, 13 and 14. Elevator shaft on west end of track 7 will not clear these engines when backing.
At Little Falls, engines heavier than class T not permitted on paper mill track; engines other than all L classes and diesel not permitted to go beyond bridge at paper mill.
Engines heavier than class W not permitted on the following tracks:
St. Cloud, city tracks, house track from 50 feet west of St. Germaine Street to west end freight house platform, Jewel Tea Co. spur.
Sauk Rapids, depot spur track, house track, and all industry tracks.
Sartell, paper mill tracks.
Engines heavier than class W-5 not permitted on the following tracks;
Anoka, G. N. city track, asylum track, Reed and Sherwood tracks.
Dayton, spur track.
Elk River, N. P. house track, east 300 ft. of back track, middle track.
Clear Lake, G. N. elevator track, stockyard track.
St. Cloud, Purity spur, Jones spur beyond 200 feet from switch, Tri-County spur, engine spur, stock yard track east of stock yard, back track, west end house track to 50 feet west of St. Germaine Street.

Sartell, coal dock track, coal dock storage track, west bound storage track.
Watab, Watab spur.
Rice, house track.
Royalton, house track.
Little Falls, yard tracks 3, 4, 5, 6, 7 and 8, repair tracks, stockyard track, team track, potato house spur, Tanner mill spur.
Darling, house spur, gravel pit tracks.
Randall, east industry spur, west industry track.
Cushing, industry spur.
Lincoln, industry track.
Philbrook, house track.
Note—It is permissible to use all tracks leading from main track as far as insulated joints.

3. **At Minneapolis Passenger Station,** elevator shafts on tracks 3, 5, 7 and 11 at both ends of the depot shed are close clearance, enginemen must use care when passing.
The stack extension must not be used on tracks of passenger station.

4. **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. All trains moving through this territory must receive signal from switchtender before proceeding. Eastward trains moving from eastward main line to Line A are not governed by Stop sign located east of Soo Line overhead bridge.

5. **At Coon Creek,** when automatic signal 224 indicates Stop, heavy tonnage freight trains will Stop at telephone 1300 feet west of the signal and get information from the towerman as to condition of the block. If telephone is out of order, engine will be cut off and go to tower for definite information.

6. **At Elk River,** all trains from G. N. Princeton line must get permission from operator before entering First Subdivision. If unable to communicate with operator, train may proceed to the passenger station under protection of flag.

7. **At Gregory and Philbrook,** switch at end of double track is dual control. Normal position of the switch, at Gregory is for the eastward track and at Philbrook for the westward track. If signals fail to clear, switch must be examined and if not in proper position, first throw power lever, then operate switch with the hand throw lever. Power lever must not be returned to normal position until after the final move over the switch is made. Both levers must be left in normal position and locked.

8. **At Gregory,** train must be clear of derail before operating switch to Old Line, which is alternate route to Little Falls and Third Subdivision.

9. **At Little Falls,** first class Third and Fourth Subdivision trains must observe Transportation Rule 93, the same as is required of second class and inferior trains.
High-line track and track No. 1 are designated as a siding.

10. **Train Order Signals—**
At Elk River, does not govern trains coming from the G. N. Princeton Line.

11. **At Darling,** eastward train holding main track to meet a westward train will stop before reaching signal overlap sign, located about middle of siding, to avoid giving approaching train stop signals between Little Falls and Darling.

12. **At Cushing,** north siding is westward, south siding is eastward.
At Lincoln, north siding is eastward, south siding is westward.

13. **Register Stations—**
Northtown.
Coon Creek for G. N. Mesabi Division trains.
Elk River for G. N., Princeton Line trains.
Little Falls, for trains originating or terminating, and for trains to and from Third and Fourth Subdivisions.
Staples.

14. **Register Exceptions—**
At Northtown, first class trains and passenger extras will register by Form 608.
At Coon Creek and Elk River, G. N. Mesabi Division and Princeton Line trains will register by Form 608.

At Little Falls, eastward through trains, from Third Subdivision, via Old Line, will not register or check the register unless otherwise instructed.

15. **Clearance Exceptions—**
At Northtown, first class trains will not require clearance if train order signal indicates proceed.
At Coon Creek, eastward G. N. Mesabi Division first class trains will not require clearance if train order signal indicates proceed.
At St. Cloud, eastward G. N. trains will obtain clearance at G. N. passenger station.
At Little Falls, eastward through trains, from Third Subdivision via Old Line, will not require a clearance.

SECOND SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**
Over street crossings within corporate limits;
At Verndale and Wadena ..... 40 MPH.
At Detroit Lakes, all trains will move over street crossings at reasonable speed and with due care.
Passenger trains—
Westward track, between MP 154 (at Aldrich) and MP 251 (west of Glyndon) ..... 70 MPH.
Eastward track, between MP 222 (at Lake Park) and MP 213 (west of Detroit Lakes) and between MP 172 (east of N. Y. Mills) and MP 150 (east of Aldrich) ..... 70 MPH.

2. **Bridge and Engine Restrictions—**
Bridges 155, west of Aldrich, and 187 west of New York Mills, on westward track, engines classes Z-5, Z-6, Z-7 and Z-8 ..... 20 MPH.
Bridge 170-1, west of Bluffton on westward track, engines classes Z-5, Z-7 and Z-8 ..... 20 MPH.
At Lake Park, engines not permitted over coal dock hopper.
Engines heavier than class W not permitted on the following tracks;
Staples, D.S.K. track, stationary power plant track.
Frazee, creamery spur.
Engines heavier than class W-5 not permitted on the following tracks;
Staples, elevator track, city light plant spur, St. Paul lead, B&B tracks, team track, coach track, old Nos. 1, 2 and 3 tracks, roundhouse track south of coal dock, coal dock tracks, freight house tracks, caboose track, old repair tracks 1, 2, 3, 4 and 5, short No. 13, yard tracks 22, 23, 24, 25 and 26, rail-yard tracks, scale track, Dower Lake yard, south stockyard track, stockyard loading spur.
Aldrich, house track.
Verndale, westward spur, house track, lumber yard spur.
Wadena, mill track, G. N. transfer, house track, scale track, oil spur.
Wadena Junction, tail track, beyond 100 ft. west of west wye switch.
Bluffton, house track.
New York Mills, stockyard track, house track, loading spur.
Perham, house track, stockyard track, Perham mill track.
Frazee, house track.
McHugh, spur track.
Detroit Lakes, ice house tracks, Prior's gravel pit track, city spur, elevator track, Blanding spur, Becker County gravel pit track.
Audubon, house track, elevator track.
Lake Park, wye tracks, high line west of derail.
Dale, spur track.
Manitoba Junction, loading track, west wye track.
Hawley, north track, elevator track.
Muskoda, loading track.
Stockwood, loading track.
Glyndon, house track.
Barnes, spur track.
Note—It is permissible to use all tracks leading from main track as far as insulated joint.

3. **At Wadena,** the track south of the eastward main track, between the connection to the eastward main track and the first crossover to the eastward main track, is designated as eastward siding.

4. **At Detroit Lakes,** the following whistle signals will be used to call for route through the interlocking Soo Line crossing;
Through main track movements .....1 long.
Reverse movements on main track.....2 short, 1 long.
Main track to diverging route .....1 short, 1 long.
Diverging route to main track .....1 long, 1 short.

5. **Yard Limits—**
Tracks between yard limit signs east of LaBelle and west of Lake Park operated as one yard.

6. **Register Stations—**
Staples, Dilworth.
Lake Park for trains originating or terminating.
Wadena for trains to and from Fifth Subdivision.

7. **Register Exceptions—**
At Dilworth, through passenger trains will register by Form 608.

THIRD SUBDIVISION.
(BRAINERD LINE)

1. **Speed Restrictions—**
Passenger trains, motor .....45 MPH.
Engines classes W-3 and heavier .....40 MPH.
Between Gregory and East Side Little Falls:
Engines classes A, A-1, A-2 and A-3 .....10 MPH.
Lighter engine classes .....20 MPH.
At Brainerd, restricted speed between St. Paul Division Junction switch and Lake Superior Eighth Subdivision Junction switch. Over street crossings within corporate limits....10 MPH.

2. **Bridge and Engine Restrictions—**
On East side line (Old Line) between Gregory and Little Falls, engines heavier than class A-3 not permitted.
Bridge 106, Mississippi River, Little Falls, engines classes A-2, Z-6 and heavier and wrecking cranes 41 to 47 inc., not permitted.
Engines classes A, A-1, G-1, G-2, Q-5, Q-6, W, W-1, W-2, W-3, W-4, W-5, Z-2, Z-3 and Z-4 may be hauled as dead engines without coal or water ..... 5 MPH.
Single header engines classes Q-1, Q-3, Q-4, T, Y, Y-1, Y-2, Y-3, and double header engines classes Q and S-4.. 8 MPH.
Lighter engine classes .....20 MPH.
Bridge 120, Nokasippi River, between Fort Ripley and Lennox, engines classes A-2, Z-6 and heavier.....10 MPH.
Engines classes A, A-1, W-3, W-5, Z-2, Z-3 and Z-4....20 MPH.
Bridge 134, Slaughterhouse Creek, between Barrows and Brainerd,
Engines classes A-2, Z-6 and heavier .....20 MPH.
Heavy Car Restrictions;
Bridge 106—Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent.
Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with a car 40 ft. long with total weight not over 169,000 pounds, trains handling such cars ..... 8 MPH.
At Little Falls, east side (Old Line), engines heavier than class T not permitted on Morrison County spur, city track, roundhouse track or coal track.
Engines heavier than class W-5 not permitted on following tracks:
Little Falls, east side (Old Line), siding, elevator, team and wye.
Belle Prairie, siding.
Camp Ripley Jct., wye.
Topeka, siding, house track.
Fort Ripley, house track.
Lennox, spur.
Crow Wing, siding, house track.
Brainerd, (1.5 miles east) Land O' Lakes spur.

3. **At Little Falls,** first class Third Subdivision trains when using First Subdivision main track must observe Transportation Rule 93 the same as required of second class and inferior trains.
Before occupying First Subdivision main track, unless proper information has been received by train order, first class trains arriving will call operator by telephone to ascertain if all First Subdivision first class trains due have arrived and left. Other trains will call operator by telephone for similar information and as to other train movements and avoid delay to important trains.
Telephone located on pole adjacent to west wye switch.
High-line track and track No. 1 are designated as a siding.

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 in accordance with Transportation 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,** St. Paul division first class trains, except No. 11, will head in on inside track at passenger station.

7. **Register Stations—**
Brainerd, Little Falls.

8. **Register Exceptions—**
At Little Falls, through trains, running via Old Line, will not register or check register, unless otherwise instructed.

9. **Clearance Exceptions—**
At Little Falls, through trains, running via Old Line, will not require clearance.

FOURTH SUBDIVISION.
(LITTLE FALLS AND DAKOTA BRANCH)

1. **Speed Restrictions—**
Passenger trains, steam .....30 MPH.
Motor .....45 MPH.
Engines class W .....20 MPH.
Engines classes T, Q-4 or lighter .....30 MPH.
At Grey Eagle, over grade crossings east of station.....10 MPH.
At Sauk Center, within corporate limits .....15 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than Class W not permitted.

3. **At Little Falls,** first class Fourth Subdivision trains when using First Subdivision main track must observe Transportation Rule 93 the same as required of second class and inferior trains.
Before occupying First Subdivision main track, unless proper information has been received by train order, first class trains arriving will call operator by telephone to ascertain if all First Subdivision first class trains due have arrived and left. Other trains will call the operator by telephone for similar information and as to other train movements and avoid delay to important trains.
Telephone located on pole adjacent to west wye switch.
High-line track and track No. 1 are designated as a siding.

4. **Register Stations—**
Little Falls, Morris.

FIFTH SUBDIVISION.
(FERGUS FALLS BRANCH)

1. **Speed Restrictions—**
Passenger trains, motor .....45 MPH.
Between Wadena and Wahpeton, engines class W .....30 MPH.
Engines lighter than class W in passenger service.....45 MPH.
Freight service .....35 MPH.
Between Wahpeton and Milnor, all trains .....45 MPH.
Between Milnor and Oakes, all trains .....30 MPH.
Over street crossings within corporate limits—
At Fergus Falls .....12 MPH.
At Wahpeton .....25 MPH.
At Oakes, over Union Street crossing.....10 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than class W not permitted.
Bridge 74, between Breckenridge and Wahpeton;
Heavy car restrictions—Trains handling cars with total weight exceeding 214,000 pounds, or cars less than 30 ft. long with total weight exceeding 169,000 pounds, when coupled in groups or next to engine or tender .....20 MPH.
If such short cars are separated from each other and from engine or tender and if cars more than 30 ft. long with total weight exceeding 169,000 pounds, in groups of two or more, are separated from engine or tender by at least one car 40 ft. long with total weight not over 169,000 pounds, speed restriction will not apply.

3. **At Wadena,** track south of the eastward main track, between the connection to eastward main track and the first crossover to the eastward main track, is designated as a siding.
Between Wadena Junction and Wadena passenger station, first class Fifth Subdivision trains must observe Transportation Rule 93 the same as is required of second class and inferior trains.
Before occupying Second Subdivision main track, unless proper information has been received by train order, first class trains arriving will call operator by telephone to ascertain if Second Subdivision first class eastward trains have arrived and left. Other trains will call operator by telephone for similar information and as to other train movements and avoid delay to important trains.

4. **At Fergus Falls,** trains must stop not less than twenty-five (25) feet from G. N. crossing over Rosengren spur, send man ahead and then proceed if way is clear.

5. **Yard Limits—**
Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.

6. **Register Stations—**
Wadena, Wahpeton, Oakes.

SIXTH SUBDIVISION.
(RED RIVER BRANCH)

1. **Speed Restrictions—**
Freight trains .....45 MPH.
At East Grand Forks, over Division Street.....10 MPH.
At Fertile, restricted speed between west yard limit sign and passenger station.

2. **Bridge and Engine Restrictions—**
Engines heavier than class A not permitted.
Bridge 13, between Ulen and Syre, Bridge 26, between Twin Valley and Heiberg, and Bridge 68.1, McDonald Avenue Crookston—
Engines classes A, W-3, W-5 .....10 MPH.
Engines classes Q-5 and Q-6 .....20 MPH.
Bridge 44, between Flaming and Fertile—
Engines classes W-3 and W-5.....10 MPH.
Engines classes A, Q-5 and Q-6 .....20 MPH.
Heavy car restrictions, Bridges 13, 26, 44 and 68.1, trains handling cars with total weight exceeding 214,000 pounds, or cars less than 30 ft. long with total weight exceeding 169,000 pounds, when coupled in groups or next to engine or tender.....10 MPH.
If such short cars are separated from each other and from engine or tender and if cars more than 30 ft. long with total weight exceeding 169,000 pounds, in groups of two or more, are separated from engine or tender by at least one car 40 ft. long with total weight not over 169,000 pounds .....20 MPH.

3. **Between Carthage Junction and Fertile, extra trains will run via Sixth Subdivision unless otherwise instructed by train order.**

4. **Register Stations—**
Fertile, East Grand Forks.

SEVENTH SUBDIVISION.
(RED RIVER BRANCH)

1. **Speed Restrictions—**
Passenger trains .....50 MPH.
Freight trains, between Gilby and Voss.....40 MPH.
At Grand Forks, over street crossings between passenger station and Highway No. 81 .....15 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than class W-5 not permitted.

3. **Between Pembina (N. P. Junction, International Boundary) and Emerson Junction,** train movements will be made solely on authority of clearance, N. P. Form A, or Canadian National clearance, Form 728, issued by telephone block operators at Pembina and Emerson Junction.

4. **Register Stations—**
East Grand Forks, Pembina.

EIGHTH SUBDIVISION.
(RED LAKE FALLS AND SHERACK BRANCHES)

1. **Speed Restrictions—**
Between Key West and Sherack ..... 8 MPH.
Between Carthage Jct. and G. N. Jct. .....20 MPH.
Between G. N. Jct. and Tilden Jct. .....30 MPH.
Between Tilden Jct. and Fertile .....20 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than class Q not permitted.
Bridge 70, west of Red Lake Falls Junction;
Engines classes F-1, Q, S-4 and S-10 ..... 8 MPH.
Lighter classes .....20 MPH.
Wrecking cranes 41 to 47 inc., not permitted.
Heavy car restrictions—Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent. Cars of total weight exceeding 169,000 pounds must be separated from each other and from engine or tender by at least one car 40 ft. long with total weight not over 169,000 pounds.
Trains handling such cars ..... 8 MPH.

3. **At Fertile,** all trains, before using Sixth Subdivision main track, must call operator on telephone, located on pole at west wye switch, and ascertain if any trains are due. If unable to communicate train may proceed under flag protection.

4. **At Tilden Junction,** towerman on duty 9:00 a. m. to 6:00 p. m. daily except Sunday.
Route will be lined for G. N. trains, when no towerman on duty.

5. **Between Carthage Junction and Fertile,** extra trains will run via Sixth Subdivision unless otherwise instructed by train order. All N. P. extra trains running between Carthage Jct. and Fertile between 8:00 a. m. and 5:00 p. m. will report at Red Lake Falls for orders.

6. **Register Stations—**
G. N. Junction, Tilden Junction, Carthage Junction, Fertile.

7. **Register Exceptions—**
At Tilden Junction, N. P. trains will register by Form 608.

8. **Clearance Exceptions—**
At Carthage Junction, trains originating will not require clearance.
At G. N. Junction, trains originating will be governed by clearance furnished at G. N. station Red Lake Falls.

NINTH SUBDIVISION.
(FAIRVIEW BRANCH)

1. **Speed Restrictions—**
All trains .....15 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than class W not permitted.

3. **Clearance Exceptions—**
Trains will not require clearance at Fairview Junction or Great Bend.

GENERAL INSTRUCTIONS ON OPERATION OF AUTOMATIC INTERLOCKING.

Signals at automatic interlockings clear on the approach of trains, and a train on either line first receiving a proceed signal indication will move over the crossing regardless of class.

Where smashboards are in use and are in the proceed position and operation of the hand release does not clear the home signal for the route desired, trainman shall lock the release box, and signal his train to proceed over the crossing, after making certain that all signals and smashboards on conflicting routes are at stop and no immediate conflicting train movement is evident.

If smashboards for the route desired are in the Stop position and operation of the hand release does not clear the desired signal, trainman must operate the smashboard by hand and then if the desired signal does not clear, may signal his train to proceed over the crossing, after making certain that signals and smashboards on all conflicting routes are at Stop and no immediate train movement is evident.

To Operate Smashboard by Hand. Crank for hand operation of smashboard is located in the release box at crossing. After opening the small door at the back of the mechanism locked with a switch lock, place crank over the shaft, turn crank slowly and uniformly to the left until the smashboard has moved to the Proceed position, being sure the entire stroke has been completed. Restore Crank and Lock all apparatus before leaving.

SPECIAL INSTRUCTIONS FOR ELK RIVER AUTOMATIC INTERLOCKING.

The junction switch and crossover are each equipped with ground throw switch machines and electric switch locks.

The smashboards and the top arm of the N. P. signals will clear automatically for trains making through moves with the current of traffic on the main tracks.

The dwarf signals will clear automatically for through moves against the current of traffic on the main tracks when a train is within two hundred (200) feet of these signals.

If a train is stopped by a home or dwarf signal and there is no conflicting train movement evident it may proceed after ascertaining if the smashboard for the route is clear and the switches are properly lined. If the smashboard for the route is not in the clear position trainman shall operate it to the clear position by hand.

For train movements from the westward main track to the G. N. Princeton line the train will stop at the westward home signal. Trainman will operate the electric switch lock and reverse the switch and derail by throwing over the lever of the junction ground throw switch machine. The bottom arm of the westward home signal will then clear.

For train movements from the G. N. Princeton line to the eastward main track the train will stop at the G. N. home signal. Trainman will push the button of both the eastward and westward switch indicators, and if both of the indicators indicate clear he may operate the electric switch locks and reverse the junction and crossover switches by throwing over the levers of the ground throw switch machines. The top arm of the eastward G. N. home signal will then clear.

For train movements over the crossover the train will stop at the dwarf signal for the route desired. Trainman will push the button of the switch indicator for the track to which the move is to be made. If the indicator indicates clear he may then operate the electric switch lock and reverse the crossover by throwing over the lever of the ground throw switch machine. The dwarf signal for the route should then clear.

To Operate Electric Switch Locks. Open the bottom door of the iron box which is marked electric lock and push the push button. If the lock indicator shows clear the switch may be unlocked by turning the handle to the left. This handle must be returned to its normal position before the door can be locked. If the indicator does not show clear when the button is pushed and no conflicting train movement is evident the electric switch lock may be released by operating the time release.

To Operate Time Release. Open the top door of the iron box which is marked release and turn the knob of the release to the right until it stops. Hold 3 or 4 seconds and then release knob. The clockwork release will return to its normal position in two minutes which should release the electric lock as indicated by the indicator.

To Operate Smashboard by Hand. Attached by a chain to the smashboard mechanism located near the base of the mast of the main line home signals is a small crank which may be placed

over a shaft of the operating mechanism after opening the small door which is locked with a switch lock. Turn the crank slowly and uniformly to the left until the smashboard has been moved to the clear position being sure that the stroke has been completed. Remove crank and lock door.

All Apparatus must be returned to its normal position and locked before leaving.

SPECIAL INSTRUCTIONS FOR WADENA AUTOMATIC INTERLOCKING

Before operating a hand throw switch inside the home or dwarf signal limits, make certain the home signals and smash boards on the opposing line are at Stop and no immediate train movement is evident. Train movements through any of these switches will be governed by the dwarf signal indication. All switches of the route desired must be lined up before the movement is made and then if crossing is clear the proper dwarf signal will indicate Proceed.

SPECIAL INSTRUCTIONS FOR SAUK CENTRE AUTOMATIC INTERLOCKING

Switches located inside the home signals of the plant are operated by switch stands provided with point locks operated by the lever of the switch stand or by ground throw safe lock switch machines. Derails, pipe connected to the switch stand or switch machine, are located at the fouling point of the G. N. stockyard track, at the junction of the Park Rapids branch with the G. N. main line, at the west end of the transfer track and at the west end of the G. N. siding. When trains are heading in on these tracks the switch must not be closed until the train has cleared the derail.

Dwarf signals governing train movements from sidings to the main tracks will indicate Proceed when the switch for the route desired is thrown.

At signal 36.7 a circuit controller for hand operation is provided to permit westward trains to do switching between signals 36.7 and 37.1 without interfering with the G. N. main line crossing. This hand operated switch is located on the track side of the relay case at signal 36.7 and is locked with a switch lock.

When necessary for trains to do switching between signals 36.7 and 37.1 the circuit controller at signal 36.7 should be unlocked and the lever pulled down before train passes the signal, which will permit the switching to be done without interfering with train movements on the G. N. main line.

The lever of circuit controller must be restored and locked in proper position before leaving.

SPECIAL INSTRUCTIONS FOR FERGUS FALLS AUTOMATIC INTERLOCKING

Hand throw switches inside the home signals of the plant are equipped with point locks operated by the lever of the switch stand to insure that the switch point is up tight against the rail. Derails are pipe connected to the switch stands for the N. P. siding and the G. N. north and south sidings. When trains are heading in on these tracks the switch must not be closed until train has cleared the derail.

Dwarf signals governing train moves from sidings are located at the derails which are pipe connected to the hand throw switch stands and will indicate proceed when the switch for the route is lined up.

A train or engine wishing to use the transfer track will stop at the transfer track switch and trainman will unlock and open the door marked Electric Lock. If the small semaphore indicator indicates Clear when the door is opened the switch machine may be unlocked by turning the crank to the left.

If the indicator indicates Stop and no immediate conflicting train movement is evident, unlock and open the door marked Release and turn the knob of the release to the right until it stops. Hold in this position three or four seconds and then release knob. When the release runs down the indicator will show clear and the switch machine may be unlocked by turning the crank to the left.

When the transfer track switches have been thrown the proper dwarf signal for the transfer track will indicate proceed. Close and lock apparatus before leaving.

TONNAGE RATING

Sub-Division	District	Class of Engine				
		A-2-3-4-5	Q	T	W-W-1	W-3-5
First Eastward	Staples to Little Falls...	7000	2400	2500	4500	6000
	Little Falls to Northtown	Car Limit	.....	3000	5000	6800
First Westward	Northtown to Little Falls	4500	.....	2000	3000	4100
	Little Falls to Staples...	4500	1750	1800	2700	3750
Second Eastward	Dilworth to Lake Park..	5400	.....	2200	3400	4200
	Lake Park to Staples...	5700	.....	3200	4700	5200
Second Westward	Staples to Lake Park...	6000	.....	3200	4200	5000
	Lake Park to Dilworth..	Car Limit	.....	Car Limit	Car Limit	Car Limit
Third Eastward	Brainerd to Little Falls.	.....	2400	2500	4500	6000
Third Westward	Little Falls to Brainerd.	.....	1950	2000	3000	4100
Fourth Eastward	Morris to Glenwood....	.....	790	1000	1400	.....
	Glenwood to Sauk Centre	.....	2200	2400	3200	.....
	Sauk Centre to Little Falls	.....	1090	1300	1750	.....
Fourth Westward	Little Falls to Sauk Centre	.....	950	1200	1600	.....
	Sauk Centre to Glenwood	.....	1550	1800	2400	.....
	Glenwood to Morris....	.....	2300	2600	3500	.....
Fifth Eastward	Oakes to Gwinner.....	.....	1800	2050	2450	.....
	Gwinner to Wahpeton..	.....	3000	3500	3850	.....
	Wahpeton to Fergus Falls	.....	1500	1750	2300	.....
	Wahpeton to Fergus Falls (Doubling French)	.....	2250	2500	4400	.....
	Fergus Falls to Henning.	.....	1500	1700	2350	.....
	Henning to Staples.....	.....	3050	3300	4200	.....
Fifth Westward	Staples to Wahpeton...	.....	1850	2100	2700	.....
	Wahpeton to Milnor....	.....	2300	2600	.....	.....
	Milnor to Oakes.....	.....	1800	2300	.....	.....
Sixth Eastward	East Grand Forks to Lake Park.....	.....	.....	2600	3250	.....
Sixth Westward	Lake Park to East Grand Forks....	.....	.....	3200	3400	.....
Seventh Eastward	Pembina to Meckinock.	.....	.....	3200	3850	.....
	Meckinock to East Grand Forks.....	.....	.....	3500	4800	.....
Seventh Westward	East Grand Forks to Pembina.....	.....	.....	2500	3500	.....

TONNAGE RATING INSTRUCTIONS:

This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where the grades will permit.

MAXIMUM CLEARANCES

Table is based on open car loading equally divided on either side of center line of car.

NOTE—Length of load 52 feet. Heights and widths in table allow 9 inches clearance.

LIMIT OF LOAD—MEASUREMENT

ST. PAUL DIVISION

		HEIGHT ABOVE TOP OF RAIL											
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	Max. Height	Max. Width
1st Subdivision....	M. L., Northtown to Staples.....	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	11'-6"
2nd Subdivision....	M. L., Staples to Dilworth.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-2"	20'-1"	20'-1"	20'-3"	11'-6"
3rd Subdivision....	Little Falls to Brainerd.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
4th Subdivision....	Little Falls to Morris.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
5th Subdivision....	Wadena Jct. to Oakes.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
6th Subdivision....	Manitoba Jct. to E. Grand Forks.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
7th Subdivision....	E. Grand Forks to Winnipeg.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-2"	20'-3"	11'-6"
8th Subdivision....	Fertile to Carthage Jct.....	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-6"	19'-5"	19'-5"	19'-5"	11'-6"
8th Subdivision....	Key West to Sherack.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
9th Subdivision....	Fairview Jct. to Berndt.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"

NOTE—Length of load 52 feet. Heights and widths in table allow 9 inches clearance.

MAXIMUM CLEARANCES

Table is based on open car loading equally divided on either side of center line of car.

ST. PAUL DIVISION		LIMIT OF LOAD—MEASUREMENT									
		HEIGHT ABOVE TOP OF RAIL									
		8′-6″ Wide	9′-0″ Wide	9′-6″ Wide	10′-0″ Wide	10′-2″ Wide	10′-6″ Wide	11′-0″ Wide	11′-6″ Wide	Max. Height	Max. Width
1st Subdivision....	M. L., Northtown to Staples.....	17′-8″	17′-8″	17′-8″	17′-8″	17′-8″	17′-8″	17′-8″	17′-8″	17′-8″	11′-6″
2nd Subdivision....	M. L., Staples to Dilworth.....	20′-0″	19′-11″	19′-10″	16′-9″	16′-8″	16′-7″	16′-7″	16′-7″	20′-3″	11′-6″
3rd Subdivision....	Little Falls to Brainerd.....	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″
4th Subdivision....	Little Falls to Morris.....	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″
5th Subdivision....	Wadena Jct. to Oakes.....	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″
6th Subdivision....	Manitoba Jct. to E. Grand Forks.....	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″
7th Subdivision....	E. Grand Forks to Winnipeg.....	20-′3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″
8th Subdivision....	Fertile to Carthage Jct.....	19′-5″	19′-5″	19′-5″	19′-5″	19′-5″	19′-5″	19′-5″	19′-5″	19′-5″	11′-6″
8th Subdivision....	Key West to Sherack.....	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″
9th Subdivision....	Fairview Jct. to Berndt.....	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	20′-3″	11′-6″

C. C. PRICE, Assistant Superintendent

M. FLAHERTY, Trainmaster

THEO. DAHLEN, Trainmaster

W. L. TREBBY, Trainmaster

T. A. GREGORY, Trainmaster,

H. O. WHITTEN, Trainmaster

E. H. BRILEY, Chief Dispatcher