

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **St. Paul Division**

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### **Special Instructions No. 9**

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

**Sunday, January 1, 1950**

**These Instructions constitute a part of the Time Table currently in effect.**

**Employees 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.**

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**D. A. THOMSON,  
Superintendent.**

**C. V. BERGLUND,  
General Manager.**

**R. E. MATTSON,  
General Superintendent of  
Transportation.**

## ALL SUBDIVISIONS.

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains .....	75 MPH.
Freight and mixed trains .....	50 MPH.
"J" Manifest freight trains .....	35 MPH.

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.

Reduce speed limits, within the zones listed, are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign (RS).

If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed below for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required, but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise.....15 MPH.

Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment .....30 MPH.

Handling 4-wheel scale test cars—Main Line .....35 MPH.  
Branch Lines .....25 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, Y, Y-1, Y-3 .....	40 MPH.	35 MPH.
Z-3, Z-4 .....	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 131 inc. ....45 MPH. 45 MPH.

5400 HP and 6000 HP diesel-electric road engines, 6000 series .....65 MPH. 65 MPH.

4500 HP diesel-electric passenger engines, 6500 series .....75 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, Z-5.....35 MPH.  
S-10, Y, Y-1, Y-3 .....30 MPH.  
Z-3, Z-4 .....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, S-4, S-10, T, T-1, W to W-5 inc.,  
Y to Y-3 inc.....25 MPH.  
Z-3, Z-4 .....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, S-4, S-10, T, T-1, W to W-5 inc.,  
Y to Y-3 inc.....30 MPH.  
Z-3, Z-4 .....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 for engines coming from shops under steam.

Diesel-electric engines may be handled dead in trains at not to exceed the authorized operating speed specified for such engines.

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.

Where there are no governing restrictions specified for double-headers in the special instructions for each subdivision, they will be governed by the most restrictive instructions applicable to a single engine when of the same class and to the heavier engine when of different classes.

Where doubleheader restrictions are specified, doubleheaders of different classes of engines will be governed by the restrictions applicable to doubleheaders of the heavier class.

When necessary to doublehead a diesel-electric engine with a steam engine, except in case of emergency, the steam engine must be placed behind the diesel engine.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 and 6500 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Where diesel-electric multiple-unit engines are used to handle main line through passenger trains making few or no stops, the fireman will remain in the cab at all times while the train is in motion.

Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.

Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5 inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.

### 3. Use of Mars headlight on engines so equipped—

The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required.

The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed.

The Mars red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight shall be extinguished, and the standard white headlight turned on dim until opposing train is into clear on siding.

The use of the red headlight does not in any manner relieve the train or enginemen of responsibility for compliance with the provisions of Rules 99 and 102.

4. Lights will not be displayed at night on train order signals on the 3rd, 4th, 5th, 6th, 7th, 8th and 9th subdivisions, except at Twin Valley and Fertile on the 6th subdivision. Trains will be governed by the day indication of these train order signals.
5. Rule D-97 applies to all divisions.
6. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal on the 8th and 9th subdivisions, and also in special cases authorized by the superintendent and protected by train order.
7. Rule 606: Emergency Signals are not used at interlocking or drawbridges operated by the N. P. Railway.
8. Test of hand brakes of gas-electric or diesel-electric motor cars must be 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.
9. Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening.  
Gas-electric or diesel-electric motor cars, when handled dead in freight trains, must be behind caboose.  
4-wheel scale test cars must be handled only in local freight trains. All scale test cars must be placed immediately ahead of caboose.  
Cranes or similar machines geared for self propulsion moving on commercial billing, must not be handled in time freight trains.  
When handling pile driver 25, it must be coupled to either the regular tender or a flat or gondola car with open end next to cab end of pile driver to provide proper clearance.  
Open cars loaded with material which may shift, such as poles, pipe, timbers, etc., shall not be placed immediately next to diesel-electric engines nor to cabooses in trains.
10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines. Trains handling logs must stop when being met or passed by passenger trains.
11. Electric Switch Locks—To operate the lock, unlock and open the door:
  - (a) If indicator shows proceed, turn lock handle to the left until it rests on stop block. Then line the switch in the usual manner and movement may be made at once.
  - (b) If indicator shows stop, and no conflicting train movement is evident, unlock the time release box and push the button which starts the time release. After three minutes indica-

tor will normally show proceed, then turn the lock handle to the left and line the switch.

- (c) After final movement over the switch is made: Restore and lock switch in normal position.  
Turn the electric lock handle to the right until it rests on the stop block.  
Close and lock the door of the electric lock.
- (d) Exception: If the electric lock is equipped with a wire seal emergency release, located at the left of the indicator, the seal must not be broken until after the time release has been operated and the electric lock fails to show proceed. When emergency release is used, there must be a wait of three minutes before switch is lined for movement.  
After emergency release seal has been broken, immediately notify the train dispatcher so he may call the signal maintainer to reset the emergency release, as the signals will remain at stop until repairs are made.

12. Signal Operation at Spring Switches Equipped for Switch Key Operation—Unless otherwise provided, the normal position of the spring switch is for main track. The normal indication of main track signals is Proceed. The normal indication of siding signal is Stop. To clear the siding signal when train is ready to enter main track, insert switch key in control box and turn to right. If route is clear the siding signal will immediately clear. If siding signal does not clear by switch key operation, open release box and push the button which will put the time release mechanism into operation. After time release has operated, the siding signal will clear if there is no conflicting train movement. The release box door must be left open until leading wheels of train on the siding have passed the siding signal, then close and lock the release box door. If the siding signal has been cleared and train on the siding is not ready to depart, if necessary to clear signals for a main track movement, open the release box door and push the button which will start the time release mechanism. After the time release mechanism has started to operate, close and lock the release box door.

#### 13. 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.

#### 14. Standard Time Clocks—

St. Paul, Telegraph Office Union Depot, Mississippi Street Round House.  
Northtown, Telegraph Office.  
Little Falls, 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.  
Pembina, Telegraph Office.

#### 15. Watch Inspectors—

St. Paul—Christensen's, A. Lindahl, C. J. & H. W. Anderson, Northern Watch Co.  
Minneapolis—S. H. Linquist, Home Jewelers, Buchkosky and Wickstrom, Oscar P. Gustafson Co., Olson Jewelry Co.  
St. Cloud—Weber Jewelry Co.  
Little Falls—E. V. Wetzel.  
Staples—C. E. La Bonte, P. G. Andert.  
Brainerd—E. J. Sedlock.  
Morris—Ernest A. Kellenberger.  
Grand Forks—E. A. Arhart, Waterbury Co.  
Fargo—E. W. Johnson, Crescent Jewelry Co.



# FIRST SUBDIVISION.

## (MAIN LINE)

1. **Speed Restrictions—**  

Zone—Between	Freight and mixed	Passenger
Northtown and Staples .....	50	75

At Little Falls, over Broadway crossing,  
 (First crossing east of passenger station) ..... 20 MPH.
2. **Bridge and Engine Restrictions—**  
 Bridge 43, between Elk River and Big Lake—on eastward track engines classes Z-5 to Z-8 inc., and double headers A-2 to A-5 inc. .... 20 MPH.  
 Bridge 105, between Gregory and 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 4 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-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, city tracks, house track from 50 feet west of St. Germaine Street to west end freight house platform, Jewel Tea Co. spur.  
 Sauk Rapids, house track, and all industry tracks.  
 Sartell, coal dock track, coal dock storage track, west bound storage track, paper mill tracks.  
 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, sand track, material track, north and south cleaning tracks. No engine of any class permitted beyond the engine restriction signs on north and south cleaning 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. Eastward trains moving from eastward main line to Line A are not governed by Stop sign located east of Soo Line overhead bridge.  
 Time applies at switchtender's territory.
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.  
 Eastward home signal of interlocking is connected with the train order signal and will display Approach signal when train order signal is displayed as stop signal or 19 order signal.

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.  
 Train order signal does not govern trains coming from the G. N. Princeton Line.
7. **At Sartell**, the crossing signals for the main highway are adjusted to discontinue operation two minutes after an approaching westward train stops just east of the white post located 200 feet east of the crossing on the north side of the tracks and will not resume operation until train or engine enters the circuit within 200 feet of the crossing.  
 Westward freight trains, except the Brainerd and merchandise extras, when stopping for coal or water, will stop so engine will be within a reasonable distance east of the white post and cut off the engine to move light over the crossing. Movement of light engines between train and coal dock and trains starting again shall be made with due care over this crossing.
8. **At Gregory and Philbrook**, switch at end of double track is an automatically operated dual control switch. Normal position of the switch at Gregory is for the eastward track and at Philbrook for the westward track.
9. **At Gregory**, train must be clear of derail before operating switch to Old Line, which is alternate route to Little Falls and Third Subdivision.
10. **At Little Falls**, first class Third and Fourth Subdivision trains must observe Rule 93, the same as is required of second class and inferior trains.  
 No. 12 will not cross over from No. 1 track to main track when train order signal indicates Stop until train orders have been received which do not restrict No. 12 against crossing over to the main track.  
 High-line track and track No. 1 are designated as a siding.
11. **Spring Switches—**  
 Northtown, one at west end of running track connecting with westward main track, not equipped with facing point lock.  
 Randall, one at east end of siding, equipped with facing point lock and switch key signal operation.  
 Cushing, one at west end westward siding, equipped with facing point lock and switch key signal operation.  
 Lincoln, one at east end of siding, equipped with facing point lock and switch key signal operation.
12. **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.
13. **At Cushing**, north siding is westward, south siding is eastward.
14. **At Staples**, Second Subdivision instructions govern.
15. **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.
16. **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.
17. **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.

## SECOND SUBDIVISION.

### (MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
Both Tracks—	Freight	and Mixed Passenger
Staples and Bridge O. Gantz .....	50	75

At Detroit Lakes, all trains will move over street crossings at reasonable speed and with due care.
2. **Bridge and Engine Restrictions—**

Bridge 155, west of Aldrich. Bridge 170-1, west of Bluffton. Bridge 187, west of New York Mills.	} on westward track.
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Engines Classes Z-5 to Z-8 inc., and double headers  
A-2 to A-5 inc. .... 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, 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 except track 10, south stockyard track, stockyard loading spur.  
Aldrich, house track.  
Verndale, westward spur, house track, lumber yard spur.  
Wadena, 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.  
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.  
Glyndon, house 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.  
Between Wadena Junction and Wadena passenger station, first class Fifth Subdivision trains must observe Operating Rule 93 the same as required of second class and inferior trains.
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.  
To avoid continuous operation of highway crossing signals, when stopping for water or station work, westward freight trains shall stop to leave the train east of the east switch of the crossover east of Washington Ave., and eastward freight trains shall stop to leave train west of signal 2104.
5. **At Dilworth**, Fargo Division instructions govern.
6. **Yard Limits—**  
Tracks between yard limit signs east of LaBelle and west of Lake Park operated as one yard.

## 7. Register Stations—

Staples, Dilworth.  
Lake Park for trains originating or terminating.  
Wadena for trains to and from Fifth Subdivision.

## 8. Register Exceptions—

At Dilworth, through passenger trains will register by Form 608.

## THIRD SUBDIVISION.

### (BRAINERD LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted		
	Engines	Trains	
	Class W-3	Freight	Passenger
	and heavier	and Mixed	
Little Falls and Brainerd .....	40	45	55
Little Falls (east side) and Gregory, Old Line .....			All trains 40 MPH.

At Brainerd, between St. Paul Division Junction switch and Lake Superior 8th Subdivision Junction switch.....Restricted Speed  
Over street crossings within corporate limits.....10 MPH.
2. **Bridge and Engine Restrictions—**  
Bridge 106, Little Falls, engines classes A-2, Z-6 and heavier and wrecking cranes 41 to 48 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-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, T-1, Y, Y-1, Y-2, Y-3, and double header engines classes Q and S-4.. 8 MPH.  
Lighter engine classes ..... 20 MPH.  
Double header engines classes Q-1 to Q-4 inc., T, T-1 and Y to Y-3 inc., not permitted.  
Bridge 120, between Fort Ripley and Crow Wing  
Engines classes A-2, Z-6 and heavier ..... 10 MPH.  
Engines classes A, A-1, W-3, W-5, Z-3 and Z-4..... 20 MPH.  
Bridge 134, 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.  
Fort Ripley, house track.  
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 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.  
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 restricted 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**, St. Paul division first class trains will head in on inside track at passenger station.  
Lake Superior Division instructions govern.
7. **Register Stations—**  
Little Falls, Brainerd.
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—** Maximum Speeds Permitted  

Zone—Between	Engines Class W	Freight and Mixed	Trains Permitted	
			Steam	Passenger Motor
Little Falls and Flensburg .....	45	45	45	45
Flensburg and Morris .....	20	30	30	45
Trains handling wrecking cranes 41 to 44 inc.....20 MPH.				
At Grey Eagle, over grade crossings east of station.....10 MPH.				
At Sauk Centre within corporate limits .....15 MPH.				
2. **Bridge and Engine Restrictions—**  
Engines heavier than Class W and wrecking cranes 45 to 48 inc., not permitted.
3. **At Little Falls**, first class Fourth Subdivision trains when using First Subdivision main track must observe Operating 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 or 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.  
First Subdivision instructions govern.
4. **Register Stations—**  
Little Falls, Morris.

## FIFTH SUBDIVISION.

### (FERGUS FALLS BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted  

Zone—Between	Engines Class W	Freight and Mixed	Trains Permitted	
			Steam	Passenger Motor
Wadena and Wahpeton .....	30	35	45	45
Wahpeton and Milnor .....	45	45	45	45
Milnor and Oakes....	30	30	30	40
Trains handling wrecking cranes 41 to 44 inc..... 20 MPH.				
Over street crossings within corporate limits—				
At Fergus Falls .....12 MPH.				
At Wahpeton .....25 MPH.				
At Oakes .....10 MPH.				

2. **Bridge and Engine Restrictions—**  
Engines heavier than class W and wrecking cranes 45 to 48 inc., 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 Operating 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 or 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, and then send flagman ahead to protect the movement.
5. **At Oakes**, Chicago and Northwestern Railway and Northern Pacific Railway trains and engines have no time-table superiority and must proceed at Restricted Speed, within yard limits.
6. **Yard Limits—**  
Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.
7. **Register Stations—**  
Wadena, Wahpeton, Oakes.

## SIXTH SUBDIVISION.

### (RED RIVER BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted  

Zone—Between	Freight and Mixed	Passenger
Manitoba Jct. and East Grand Forks.....	45	55
At Fertile, first class trains, between west yard limit sign and passenger station .....Restricted Speed.		
At East Grand Forks, over Division Street.....10 MPH.		
2. **Bridge and Engine Restrictions—**  
Engines heavier than class A not permitted.  
Bridges 26, 44, and 68.1—Wrecking Cranes 45, 46, 47 and 48 .....15 MPH.  
Bridge 13, between Ulen and Syre, Bridge 26, between Twin Valley and Gary, and Bridge 68.1, McDonald Avenue Crookston—  
Engines classes A, A-1, W-3 and 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, A-1, 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, the speed restriction does not apply.



3. **Between Carthage Junction and Fertile**, extra trains will run via Sixth Subdivision unless otherwise instructed by train order.
4. **Yard Limits—**  
Tracks between yard limit signs east of East Grand Forks and west of Grand Forks operated as one yard.  
Tracks between yard limit signs east of Crookston and west of Anglim operated as one yard.
5. **Register Stations—**  
Fertile, East Grand Forks.

## SEVENTH SUBDIVISION.

(RED RIVER BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted  

Zone—Between	Freight	and Mixed	Passenger
East Grand Forks and Pembina .....	45		55
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. **Yard Limits—**  
Tracks between yard limit signs east of East Grand Forks and west of Grand Forks operated as one yard.
5. **Register Stations—**  
East Grand Forks, Pembina.

## EIGHTH SUBDIVISION.

(RED LAKE FALLS AND SHERACK BRANCHES)

1. **Speed Restrictions—** Maximum Speeds Permitted  

Zone—Between	Maximum Speeds Permitted
Fertile and Tilden Jct. ....	20 MPH.
Tilden Jct. and G. N. Jct. ....	30 MPH.
G. N. Jct. and Key West .....	20 MPH.
Key West and Sherack .....	15 MPH.
Key West and Carthage Jct. ....	20 MPH.
2. **Bridge and Engine Restrictions—**  
Engines heavier than class T not permitted.
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**, 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—**  
Fertile, Tilden Jct., G. N. Jct., Carthage Jct.
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—** Maximum Speeds Permitted  

Zone—Between	Maximum Speeds Permitted
Fairview Jct. and Great Bend .....	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.

# 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	.....	.....	3000	5000	6800
First Westward	Northtown to Little Falls	5500	.....	2000	3000	4100
	Little Falls to Staples...	5500	1750	1800	2700	3750
Second Eastward	Dilworth to Lake Park..	5400	.....	2200	3400	4200
	Lake Park to Staples...	6000	.....	3200	4700	5200
Second Westward	Staples to Lake Park...	6000	.....	3200	4200	5000
	Lake Park to Dilworth..	.....	.....	.....	.....	.....
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 FallstoSauk 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....	.....	.....	2400	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.

NOTE—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 inches clearance.

## MAXIMUM CLEARANCES

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

LIMIT OF LOAD—MEASUREMENT													GOVERNING STRUCTURE
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. Hgt.	Max. Width			
17'11"	17'11"	17'11"	17'11"	17'11"	17'11"	17'11"	17'11"	17'11"	17'11"	17'11"	11' 6"	"Soo" Over Crossing at Northtown	
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 4"	20' 2"	20' 1"	20' 0"	20' 6"	11' 6"	Coal Dock at Lake Park	
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	11' 6"	Bridge No. 70 near Red Lake Falls	
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"		

"Soo" Over Crossing at Northtown

Coal Dock at Lake Park

Bridge No. 70 near Red Lake Falls



NOTE—Limit of load measurements based on 52' cars with 42' truck centers. Table allows 6 inches clearance. Heights and widths in table allow 6 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										GOVERNING STRUCTURE
		HEIGHT ABOVE TOP OF RAIL										
		8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide	Max. Height	Max. Width		
1st Subdivision..	M. L., Northtown to Staples.....	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	17' 11"	11' 6"	"Soo" Over Crossing at Northtown
2nd Subdivision..	M. L., Staples to Dilworth.....	19' 11"	19' 10"	19' 8"	16' 6"	16' 4"	16' 4"	16' 4"	20' 6"	20' 6"	11' 6"	Coal Dock at Lake Park
3rd Subdivision..	Little Falls to Brainerd.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
4th Subdivision..	Little Falls to Morris.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
5th Subdivision..	Wadena Jct. to Oakes.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
6th Subdivision..	Manitoba Jct. to E. Grand Forks.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
7th Subdivision..	E. Grand Forks to Winnipeg.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
8th Subdivision..	Fertile to Carthage Jct.....	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	19' 8"	11' 6"	Bridge No. 70 near Red Lake Falls
8th Subdivision..	Key West to Sherack.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
9th Subdivision..	Fairview Jct. to Great Bend.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	

<b>T. A. GREGORY,</b> Asst. Superintendent	<b>M. FLAHERTY,</b> Trainmaster	<b>THEO. DAHLEN,</b> Trainmaster	<b>G. W. MINKEL,</b> Trainmaster	<b>E. A. LEE,</b> Trainmaster	<b>A. B. CUNNINGHAM,</b> Trainmaster	<b>E. H. BRILEY,</b> Chief Dispatcher
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