

NORTHERN PACIFIC RAILWAY COMPANY

St. Paul Division

Special Instructions No. 2

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

Sunday, May 20, 1962

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.

**J. O. DAVIES
Superintendent.**

**D. A. THOMSON,
General Manager.**

**E. S. ULYATT,
General Superintendent of
Transportation.**

ALL SUBDIVISIONS.

1. Speed Restrictions—	Maximum Speeds Permitted:
Passenger trains	75 MPH.
"B", "BB", "BBB" and "F" Manifest trains.....	55 MPH.
Other freight and mixed trains	50 MPH.

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

All trains and engines, except as otherwise specified:	
Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise	15 MPH.
Handling pile drivers 26-33 inclusive	40 MPH.
Handling other pile drivers, wrecking cranes, locomotive cranes and similar equipment	30 MPH.
Handling 4-wheel scale test cars	
and scale test car 254	{ Main Line35 MPH.
	{ Branch Lines25 MPH.
Handling air dump cars 89000 to 89059 series	35 MPH.
Picking up train orders from operators	30 MPH.
Handling dead diesel-electric engines other than NP and tenant lines	35 MPH.
Handling loaded ore cars	40 MPH.

Diesel-electric engines—	Handling trains	Running light
No. 98	35 MPH.	35 MPH.
No. 99	50 MPH.	50 MPH.
No. 100	40 MPH.	40 MPH.
100 series except No. 100	60 MPH.	60 MPH.
200 and 300 series except		
Nos. 244 and 245	65 MPH.	65 MPH.
Nos. 244 and 245	75 MPH.	65 MPH.
400, 600 and 700 series.....	45 MPH.	45 MPH.
500, 501 and 552-569 incl.	65 MPH.	65 MPH.
No. 525	60 MPH.	60 MPH.
Nos. 550-551	75 MPH.	65 MPH.
Nos. 800-803	60 MPH.	60 MPH.
850-860 series	65 MPH.	65 MPH.
900, 6000 and 7000 series	65 MPH.	65 MPH.
5400 series	55 MPH.	55 MPH.
6500, 6600, 6700 series	75 MPH.	65 MPH.

Diesel-electric motor cars in service or being towed—	
Car B-18	65 MPH.
Cars B-30, B-40 and B-41	75 MPH.

Diesel-Electric Engines Handled Dead in Train—Diesel-Electric engines or units may be handled dead in trains. The speed of such trains must not exceed the authorized operating speed specified for such engines or units.

When handling diesel-electric single units, road-switcher engines and switch engines dead in a freight train, they shall be separated from the engine handling the train and each other by at least one freight car. This does not apply to diesel-electric road engines of two or more units coupled in multiple.

All diesel-electric engines or units handled dead in freight trains must be placed on head end of train within ten cars of road engine handling train, this to insure that brakes will release properly.

When handling diesel-electric units dead in train, bridge, speed and other restrictions must be observed, same as when in operating condition.

When 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.

If the units of a consist are of different gear ratio, the engine must not be operated at speeds exceeding that of the unit having the lowest maximum permissible speed. Also, the overload short time rating of any unit in the consist must not be exceeded.

When two, Four-Unit diesel-electric engines are used to double-head freight trains, the leading engine only will apply power to start train, or to make backup movement with cars.

2. Heavy Cars—Cars heavier than the following not permitted without authority of Superintendent:

30 ft. or less in length	210,000 lbs.
Over 30 ft. long:	
First and Second Subdivisions.....	400,000 lbs.
Fifth Subdivision	270,000 lbs.
Sixth and Seventh Subdivisions.....	251,000 lbs.
All other subdivisions	210,000 lbs.

3. Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by Time Service Rules must not wear wrist watches while on duty unless such watches are of an approved type.

4. Rule 10(H) When it is known in advance there will not be a flagman at yellow signal, per Rule 10(H), the following form of train order is authorized and will be issued when requested by foreman in charge:

ACCOUNT MEN AND EQUIPMENT ON TRACK BETWEEN MP — AND MP — BETWEEN (STATION) AND (STATION) FROM — M UNTIL — M ALL TRAINS MUST APPROACH AND PROCEED THROUGH THIS TERRITORY AT RESTRICTED SPEED PREPARED TO STOP MAINTAINING A CAREFUL LOOKOUT FOR HAND SIGNALS RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN IN CHARGE VERBALLY AUTHORIZES A DIFFERENT SPEED.

Foreman in charge of work must notify Chief Dispatcher in writing, furnishing location, time, and date such protection is desired.

When train order is issued, foreman will be given copy of such order if practicable. If not practicable, he will be verbally advised when train order is in effect.

Yellow flags must be placed one and one-half (1½) miles from outer work limits.

When this train order is in effect, trains must approach and proceed through this territory at restricted speed maintaining a careful lookout for signals and be prepared to stop at red signal.

Restricted speed must not be exceeded unless foreman in charge of work verbally authorizes a different speed.

A green signal will be displayed to the right of each track at limit of restriction, but train may resume speed in advance of green signal when verbally authorized by foreman.

The above wording is a modification of Rule 10(H). The foreman may display a red signal anytime he requires its use account impassable track and trains will be governed by Rule 10(G).

(Note) The last sentence in the order would allow use of radio if desired to increase speed through limits.

5. Rule 200—Lights will not be displayed on train order signals on the 3rd, 4th, 5th, 6th, 7th and 8th subdivisions. Trains will be governed by the day indication of these train order signals.

6. Rule 519 of the 1959 edition of the Consolidated Code of Operating Rules will not apply on the Northern Pacific Railway. The following rule governs: "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 the Stop-indication, after complying with Rule 104(B), movement may be made as provided by Rules 501(A)2 and S-509(B)."

7. Rule 607—Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

8. 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.

Diesel-electric motor cars, when handled dead in freight trains, must be behind caboose.

Four-wheel scale test cars must be handled only in local freight trains. Exception:—if there is no local service available, these

cars may be handled in dead freights which must be governed by speed restrictions for the handling of four-wheel scale test cars shown under Item 1. All scale test cars must be placed immediately ahead of caboose.
Air dump cars, series 89000-89059, will be handled only in work trains and local trains when available. If local trains not available, cars may be handled on the rear of other trains at a speed not to exceed 35 MPH.

INSTRUCTIONS FOR HANDLING PILE DRIVERS, CRANES, DERRICKS, SHOVELS, OR SIMILAR EQUIPMENT OF THE SWINGING OR PIVOTING TYPE, ARE AS FOLLOWS:

- (a) When such equipment is moved on its own wheels, it shall be prepared and carded in accordance with current A.A.R. Loading Rules unless some condition exists which prevents those requirements being complied with.
 - (b) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
 - (c) Such equipment that is Company-owned that requires speed to be restricted shall be covered by a message to the train crew stating the maximum speed permitted.
 - (d) The above named equipment with the exception of pile drivers 26 through 33 inclusive when properly prepared and carded may be moved at normal freight train speeds unless there is some condition that prevents it, and in that event the maximum permitted speed shall be noted on the waybill. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.
9. 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.
 10. Roller bearing failures on cars or engines equipped with roller bearing boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with a metal strap which must be cut off with chisel before plug can be removed. In cases of a hot box, oil should be added and the plug replaced, train should proceed at reduced speed and care exercised until it is apparent the box is running cool.
 11. Spring Switches—
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.

12. Bulletin Stations—

St. Paul, Telegraph Office at Union Depot.
St. Paul Third St. Switch Tender's Shanty.
Fourth Street, Yard Office.
Mississippi Street, Roundhouse and Yard Office.
SE Mpls. 25th Ave., Yard Office.
East Minneapolis, Yard Office.
Minneapolis, N. P. Freight Yard, Yard Office.
Northtown, Yard Office, D Yard and 43rd Ave., Roundhouse.
Little Falls, Passenger Station.
Staples, Passenger Station, Yard Office, Roundhouse.
Lake Park, Passenger Station.
Dilworth, Yard Office, Roundhouse.
Fargo, Conductors' Room.
Brainerd, Passenger Station.
Wahpeton, Passenger Station.
East Grand Forks, Passenger Station.

13. Standard Time Clocks—

St. Paul, Telegraph Office Union Depot, Mississippi Street
Roundhouse and Yard Office.
Northtown, Telegraph Office.
Little Falls, Telegraph Office.
Staples, Passenger Station, Yard Office, Roundhouse.
Dilworth, Telegraph Office.
Fargo, Conductors' Room.
Brainerd, Passenger Station.
East Grand Forks, Passenger Station.
Pembina, Telegraph Office.

14. Watch Inspectors—

St. Paul—A. Lindahl, C. J. & H. W. Anderson, Northern Time Service.
Minneapolis—Buchkosky, Oscar P. Gustafson Co., Kavchar Jewelry.
Stillwater—Peder Gaalaas.
Anoka—Downing Jewelry Store.
St. Cloud—Weber Jewelry Co.
Little Falls—E. V. Wetzel.
Staples—C. E. La Bonte, Imgrund's Jewelry.
Brainerd—Russell A. Ashmun.
Morris—Ernest A. Kellenberger.
Grand Forks—Wiley Co.
Fargo—Crescent Jewelry Co.

15. Between St. Cloud and Wadena—

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:

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

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. 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 restricted 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 obstruction prompt action must be taken to protect trains on the opposite track.

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.

FIRST SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—
Maximum Speeds Permitted
Zone—Between
Northtown and Staples
Against the current of traffic on double track—
Freight trains49 MPH.
Passenger trains59 MPH.
2. 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.
Steps on lightweight passenger equipment will not be lowered to down position until train reaches train shed tracks account insufficient clearance in puzzle switches. Train conductor will advise brakemen, coach attendants, Pullman conductors and porters.

Dome cars will not be placed or operated on Track 1 account close clearance existing on east end of that track.

3. 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 track to Line A are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Automatic block Stop 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.

4. At Coon Creek, 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.

The crossover is exclusively Great Northern track and must not be used by Northern Pacific trains unless permission is secured from the Chief Dispatcher or in an emergency.

5. 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.

6. 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. At Gregory and Philbrook, time of all trains applies at end of double track.

7. At Little Falls, first class Third Subdivision trains must observe 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.

8. Signal Overlap Sign—

At Darling, sign governing eastward trains is located on north side of main track about middle of siding. Eastward trains holding main track to meet an opposing train will not pass "Signal Overlap" sign in advance of arrival of opposing train to avoid setting intermediate automatic block signals in STOP position for the opposing movement.

9. Spring Switches—

Northtown—west end of running track connecting with westward track, not equipped with facing point lock.

Randall—east end of siding, equipped with facing point lock and switch key signal operation.

Cushing—west end of siding, equipped with facing point lock and switch key signal operation.

Lincoln—east end of siding, equipped with facing point lock and switch key signal operation.

10. At Staples, Second Subdivision instructions govern.

11. 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.

12. Register Exceptions—

At Northtown, first class trains, passenger extras and G.N. trains 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 Register Stations, a check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.

13. 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— Maximum Speeds Permitted

Zone—Between Staples and Dilworth.

Against the current of traffic on double track—

Freight trains49 MPH.

Passenger trains59 MPH.

At Wadena, trains and engines will not exceed a greater rate of speed than is reasonable and proper, having due regard to the conditions then existing.

At Detroit Lakes, all trains will move over street crossings at reasonable speed and with due care.

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

3. At Detroit Lakes, the following whistle signals will be used to call for route through the interlocking Soo Line crossing;

Through main track movements1 long.

Reverse movements on main track.....2 short, 1 long.

Main track to diverging route1 short, 1 long.

Diverging route to main track.....1 long, 1 short.

To avoid continuous operation of highway crossing signals, when stopping for 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.

4. At Richards Spur, close clearance at new loading chute on both spur tracks.

5. Yard Limits—

Tracks between yard limit signs east of LaBelle and west of Lake Park operated as one yard.

6. At Dilworth, Fargo Division instructions govern.

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.

At Register Stations, a check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.

THIRD SUBDIVISION.

(BRainerd LINE)

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between Freight Passenger

Little Falls and Brainerd.....45 MPH. 55 MPH.

At Brainerd, over public crossings all trains.....10 MPH.

First class trains—

Between east switch of north siding (east of car shop) and St. Paul Division connection at 8th St.....20 MPH.

Between St. Paul Division connection and 8th Subdivision Jct. there is no superiority of trains. All trains and engines must move within these limits at Restricted Speed.

2. Bridge and Engine Restrictions—

Bridge 106 Little Falls—

Wrecking cranes 45 to 48 incl. and pile driver 25 to 30 incl. not permitted.

Cars under 30 feet long with total weight exceeding 169,000 pounds must be separated from each other and from engine with car 40 feet long weighing under 169,000 pounds.

Wrecking cranes 41 to 44 incl. must be preceded and followed by 2 empty cars over 40 feet long.

Pile drivers 29 to 33 inc. may be handled in trains but may not cross alone.

All trains 8 MPH.

3. At Little Falls, 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 in booth 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.

FOURTH SUBDIVISION.

(LITTLE FALLS AND DAKOTA BRANCH)

1. Speed Restrictions— Maximum Speeds Permitted
Zone—Between

Little Falls and Flensburg45 MPH.

Flensburg and Morris30 MPH.

Flensburg and Morris Diesel Engine Units in excess of 248,000 lbs.20 MPH.

Trains handling wrecking cranes 41 to 48 inc.....20 MPH.

At Grey Eagle, over grade crossings east of station.....10 MPH.

At Sauk Centre within corporate limits15 MPH.

2. Bridge and Engine Restrictions—

Wrecking cranes 45 to 48 incl. over bridges15 MPH.

3. At Little Falls, Before occupying First Subdivision main track, all trains will call the operator by telephone for information as to other train movements and avoid delay to important trains.

Telephone located in booth adjacent to west wye switch.

First Subdivision instructions govern.

4. At Glenwood, when trains do not promptly obtain the route through the interlocking, train or engine crews should observe as to whether or not light on the exterior of the sheet metal housing in the northeast corner of the crossing is illuminated, and if this light is illuminated, it indicates that the Soo Line Operator who handles the crossing wishes to talk with a member of the Northern Pacific crew either account of some emergency or because he is unable to clear the route for the train through the interlocking.

5. Register Stations—

Little Falls, Morris.

6. Unless otherwise provided, protection against following trains as required by Consolidated Rule 99, is not required on the Fourth Subdivision.

FIFTH SUBDIVISION.

(FERGUS FALLS BRANCH)

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between

Wadena and Mile Post 2140 MPH.

Mile Post 21 and Wahpeton35 MPH.

Wahpeton and Milnor45 MPH.

Milnor and Oakes30 MPH.

Fairview Jct. and Great Bend15 MPH.

Diesel Engine Units in excess of 248,000 lbs.

Mile Post 55 and Wahpeton20 MPH.

Milnor and Oakes20 MPH.

Trains handling wrecking cranes 41 to 48 inc.....20 MPH.

Over public crossings within corporate limits—

At Fergus Falls12 MPH.

At Wahpeton25 MPH.

At Oakes10 MPH.

2. Bridge and Engine Restrictions—

Wrecking cranes 45 to 48 incl. over bridges15 MPH.

Bridge 74 between Breckenridge and Wahpeton heavy car restrictions. Trains handling cars less than 30 ft. long with total weight exceeding 169,000 pounds when coupled in groups or any length car with total weight exceeding 169,000 pounds when coupled next to engine20 MPH.

If such short cars are not coupled in groups and if such heavy car is not coupled next to engine the above restriction does not apply.

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

Before occupying second subdivision main track, all trains will call the operator by telephone for information as to other train movements and avoid delay to important trains. Second subdivision instructions govern.

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. Yard Limits—

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

6. Register Stations—

Wadena, Wahpeton, Oakes.

7. Between Fairview Jct. and Great Bend, trains will not require train order or clearance, and will be governed by Rule 93.

8. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99, is not required on the Fifth Subdivision.

SIXTH SUBDIVISION.

(RED RIVER BRANCH)

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between

Freight Passenger

Manitoba Jct. and East Grand Forks45 MPH.55 MPH.

At East Grand Forks—over Division Street10 MPH.

Passenger trains over 9th St. crossing located at yard office10 MPH.

2. Bridge and Engine Restrictions—

Wrecking cranes 45 to 48 incl. over bridges10 MPH.

Heavy car restrictions, Bridges 13, 26, 44 and 68.1. Trains handling cars less than 30 ft. long with total weight exceeding 169,000 pounds when coupled in groups or any length car with total weight exceeding 169,000 pounds when coupled next to engine20 MPH.

If such short cars are not coupled in groups and if such heavy car is not coupled next to engine the above restriction does not apply.

TONNAGE RATINGS PER DIESEL UNIT

ST. PAUL DIVISION		Unit Numbers						
Subdivision	District	99-106 400-427 700-724 750 800-803	107-177	550-551 6500-6513 6550 6600-6601	244 245 6700 6000-6006 Series	5400-5410 500-501 552-569 6007-6020 6050	525 850-863 900-917	200 Series 300 Series 7000 Series Except 244-245
Fifth Eastward.....	Oakes to Gwinner.....	1310	1560	1730	2250	2770	3630	3460
	Gwinner to Wahpeton.....	2440	2910	3230	4200	5170	6780	6450
	Wahpeton to Henning.....	900	1070	1190	1550	1900	2500	2380
	Henning to Staples.....	2440	2910	3230	4200	5170	6780	6450
Fifth Westward.....	Staples to Wahpeton.....	1310	1560	1730	2250	2770	3630	3460
	Wahpeton to Milnor.....	740	890	980	1280	1580	2070	1970
	Milnor to Oakes.....	1310	1560	1730	2250	2770	3630	3460
Sixth Eastward.....	East Grand Forks to Lake Park.....	1140	1360	1500	1960	2410	3160	3010
Sixth Westward.....	Lake Park to East Grand Forks.....	1310	1560	1730	2250	2770	3630	3460
Seventh Eastward.....	Pembina to Mekinock.....	1850	2200	2440	3170	3910	5130	4880
	Mekinock to East Grand Forks.....	2440	2910	3230	4200	5170	6780	6450
Seventh Westward.....	East Grand Forks to Pembina.....	2010	2400	2660	3460	4260	5590	5320

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

ST. PAUL DIVISION		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	
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"	17'11"	12' 0"	"Soo" Over Crossing at Northtown
2nd Subdivision..	M. L., Staples to Dilworth.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
3rd Subdivision..	Little Falls to Brainerd.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
4th Subdivision..	Little Falls to Morris.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
5th Subdivision..	Wadena Jct. to Oakes.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
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"	20' 6"	12' 0"	Bridge No. 68
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"	20' 6"	12' 0"	
8th Subdivision..	Tilden Jct. to Carthage Jct.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	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"	20' 6"	12' 0"	

NOTE—Limit of load measurements based on 53' cars with 42' truck centers, table allow 8 inches clearance. Heights and widths in table allow 8 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	12'-0" 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"	12' 0"	"Soo" Over Crossing at Northtown
2nd Subdivision..	M. L., Staples to Dilworth.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
3rd Subdivision..	Little Falls to Brainerd.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
4th Subdivision..	Little Falls to Morris.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
5th Subdivision..	Wadena Jct. to Oakes.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
6th Subdivision..	Manitoba Jct. to E. Grand Forks..	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 5"	20' 3"	20' 1"	20' 6"	12' 0"	Bridge No. 68
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"	12' 0"	
8th Subdivision..	Tilden Jct. to Carthage Jct.....	20' 6"	20' 6"	20' 6"	20' 5"	20' 4"	20' 3"	20' 1"	20' 0"	20' 6"	12' 0"	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"	12' 0"	
J. G. HEIMSJO, Asst. Superintendent	R. H. ANDERSON, Trainmaster	R. O. HAMMERSTROM, Trainmaster	D. B. LEWIS, Trainmaster	W. D. GRAY, Trainmaster	H. J. WALTERS, Trainmaster	S. O. ERICKSON, Chief Dispatcher						