NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 2

In Effect at 12:01 A. M. Central or 90th Meridian Time

Sunday, April 11, 1937

These instructions govern Current Time Table. Read carefully and be positive that you have the Current Time Table, also copy of Current Special Instructions.

W. C. SLOAN,
General Manager.

F. R. BARTLES,
Assistant General Manager.

D. S. COLBY,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION.

(MAIN LINE)

1. **At Fargo,** when westward main track is blocked between Broadway and 8th Street, the run-around track may be used and the main line switches left lined for run-around track.

2. **At Casselton,** Class W and heavier power must not go on Thompson Yard spur.

3. **At Oriska,** Trains taking siding will pull in at first switch.

4. **At Peak and Berea** the normal position of switches is for route via High Bridge.
Unless otherwise instructed by train order extra trains will run via High Bridge.
Trains running via Valley City will call for route with engine whistle by one long, one short and one long.

5. **At Sanborn,** Eastward trains use North Siding. Westward trains South Siding.

6. **At Eckelson,** East siding is eastward siding and west siding is westward siding.

7. **Pusher Districts**—Between Koldok and Berea, via Valley City. Between Jamestown and Bloom.

8. **At Valley City,** Trains taking siding will pull in at first switch. Cross over switch just west of 9th avenue is west switch of eastward siding.

9. **At Bloom,** Switch at end of double track is automatic. Normal position is 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.
Signal 951 governs westward movements, 952 eastward movements, and dwarf signal 950 eastward movements from westward main track.
Clearing section for signal 952 starts at 970, and for 950 at a point opposite 970, and when eastward trains approach on both tracks the inferior train should remain back of clearing section so superior train can have route.

10. **Yard Limits**—The tracks between yard limit signs west of Milwaukee Crossing and east of Bridge O east of Dilworth, will be operated as one yard.

11. **Double Track**—The normal position of switch at Buffalo is for eastward track, operators will handle this switch.

12. **Handling Switches—**
At Peak and Berea, the operators will in addition to handling the junction switches handle switches that are adjacent to their offices.

13. **Bridge and Engine Restrictions—**
Bridge 64, Valley City Viaduct twenty (20) miles per hour for all trains.
Bridge 65.3 on Mill Spur, Valley City, not safe for an engine.
Engines Classes A-2 and Z-5, ten (10) miles per hour over bridges 7, 11, 16, 20 and 65.
At Dilworth and Koldok, engines must not pass over coal dock hopper.

14. **Speed Restrictions—**
At Jamestown first class trains restricted speed between James River Bridge and Pittsburg Ave.
At Peak and Berea, trains running via Valley City, twenty (20) miles per hour over switches.
Eastward trains at Bloom twenty (20) miles per hour, and Buffalo, fifteen (15) miles per hour over double track switches.
Through Fargo and Moorhead, all trains shall be operated at a Reasonable Speed and with Due Care.
Through Casselton twelve (12) miles per hour.
Between 3rd Ave. and 6th Ave., Valley City, six (6) miles per hour.
At West Fargo Class W-3 engines five (5) miles per hour over East and West Leg of Wye.

15. **Maximum Grades**—Peak to Valley City. Berea to Valley City. Two (2) miles west of Bloom to Jamestown. Approaching the summit of these grades and immediately before commencing the descent, trainmen must carefully observe the caboose air gauge to insure proper pressure being carried, and be governed by Transportation Rule 1058 and instructions in Paragraph 3, Page 79 of Air Brake Instruction Book No. 1.

16. **Register Stations—**
Dilworth.
Fargo—For first class trains and passenger extras.
Casselton—For Nos. 137 and 138.
Valley City—For Nos. 141 and 142, helper and switch engines.
Sanborn—For Nos. 141 and 142.
Jamestown.

17. **Register Exceptions—**
Dilworth—Through passenger trains will register by ticket, Form 608.

18. **Commercial Spurs—**

	Miles from Dilworth	Car Capacity
Watts	2.0	20
Norpak	19.8	21
Dalrymple	23.0	68
Glacis	27.8	12

19. **Lap Sidings**—Tower City, Sanborn, Spiritwood.

20. **Cross-Overs**—Dilworth, Moorhead, Fargo, Milwaukee Crossing, West Fargo, Fife, Mapleton, Norpak, Dalrymple, Casselton, Wheatland, Magnolia.

SECOND SUBDIVISION.

(MAIN LINE)

1. **At Jamestown.** Herders are on duty 7:00 A. M. to 11:00 P. M. to handle switches for passenger trains entering and leaving the passenger station.
Westward passenger and mixed trains will use first track south of the passenger station.
Eastward passenger and mixed trains will use second track south of the passenger station.
Westward freight trains and light engines will use third track south of passenger station.
Eastward freight trains and light engines will use fourth track south of passenger station.
Westward second class and inferior trains must stop east of Pittsburg Avenue with engine within 500 feet of switchtenders' shanty.
The normal position of cross-over switches at Pittsburg Avenue is for the freight train routes.
Normal position of switch at end of double track just west of Fifth Avenue and all switches west of that point to the freight yard is for eastward freight trains.
When route has been set for passenger trains, other trains or engines crossing over or using the route will reline switches for passenger train movement.

2. **At Pipestem Tower—**
When a westward freight train gets a proceed indication approaching signal 947 and is stopped before passing this signal, the block may be released to a westward train by unlocking the cover at the base of signal mast and operating the hand release under the figures 947 to "OFF" position. After the train passes, the hand release must be returned to "ON" position to release signal 947.

An eastward train unable to clear the time of an approaching superior train will not pass signal 954 until the opposing train has entered the double track.
Eastward freight trains using westward track will stop 300 ft. west of Pipestem River Bridge.

3. **At Eldridge,** switch at end of double track is automatic. Normal position is for the eastward 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.
Signal 998 governs eastward movements, 999 westward movements, and dwarf signal 997 westward movements from eastward main track.
Clearing section for signal 999 starts at 977, and for 997 at a point opposite 991, and when westward trains approach on both tracks the inferior train should remain back of clearing section so superior train can have route.

4. **At Windsor,** Enginemen and trainmen of eastward freight trains must exercise care to insure safety of trains while descending the grade between Windsor and Pipestem Tower. Trainmen will observe caboose air gauge to insure proper air pressure being carried in accordance with Transportation rule 1058 and instructions contained in Paragraph 3 on Page 79 of Air Brake Instruction Book No. 1.
North siding will be known as westward siding and south siding as eastward siding.

5. **At Dawson,** operator will close the west switch of westward siding and the east switch of eastward siding behind trains leaving these sidings.

6. **At Bismarck,** Trains taking siding will pull in at first switch.

7. **At Missouri Valley Seed Co. Spur** air must be coupled through to the engine and brakes in control of the engineman when working on this track.

8. **Pusher Districts** between Jamestown and Windsor, and between Mandan and Bismarck.

9. **Retaining Valves** are to be used WINDSOR TO JAMESTOWN, as follows:
On trains of 2500 tons or less, use no retaining valves.
On trains of 2500 tons to 3000 tons, use 10 retaining valves.
On trains of 3000 tons to 4000 tons, use 15 retaining valves.
On trains of 4000 tons to 4500 tons, use 20 retaining valves.
To be turned up before passing Windsor and not turned down until train heads into designated track in Jamestown Yard.

10. **Bridge and Engine Restrictions—**

At Jamestown	Engines, Classes A and A-2, not permitted on south spur west of passenger station.
At Medina	Engines heavier than Class W-1 not permitted on Mill Track.
At Dawson	Engines must not pass over coal dock hopper
Bridges 93 and 94	Engines, Class Z-5, ten (10) miles per hour.

11. **Speed Restrictions—**
Windsor to Jamestown, freight trains thirty (30) miles per hour.
At Jamestown between James River Bridge and Pittsburg Avenue, first class trains restricted speed.

At Bismarck, between Third and Ninth Streets, passenger trains twenty (20) miles per hour; freight trains, fifteen (15) miles per hour.
On first curve west of Pipestem River Bridge No. 94, thirty (30) miles per hour.
On westward track between Pipestem Tower and Mile Post 96, thirty (30) miles per hour.
At Eldridge, through double track switch, twenty (20) miles per hour.
At Mandan between passenger station and east yard switch, twenty-five (25) miles per hour.
On first curve east of Missouri River Bridge, Bismarck, passenger trains fifteen (15) miles per hour.

12. **Register Stations—**
Jamestown.
Mandan.

13. **Register Exceptions—**
At Mandan, enginemen of second-class and inferior trains will not be required to consult register but will be furnished, on Form 602, a check of the register by conductor.

14. **Commercial Spurs—**

	Miles from Jamestown	Car Capacity
Apple Creek	93.8	6
Penitentiary	99.4	25
Northern Hide and Fur Co.	99.8	15
Missouri Valley Seed Co.	103.2	30
Water Works	103.5	15

15. **Lap Sidings**—Cleveland, Medina, Ladoga, Steele, Driscoll, Sterling, Burleigh.

16. **Reverse Lap Sidings**—Crystal Springs, Dawson.

THIRD SUBDIVISION.

(FARGO AND SOUTHWESTERN BRANCH)

1. **At Davenport—**
When agent not on duty route will be lined for Great Northern, when needed for Northern Pacific trains, agent will be called.

2. **At Edgeley Junction,** normal position of switch is for Streeter branch.
Extra trains will not run via Edgeley unless instructed by train order to do so.

3. **Bridge and Engine Restrictions—**
Engines heavier than Class W-2 not permitted between Fargo and Edgeley, and heavier than Class Q-4 not permitted between Edgeley and Streeter.
At La Moure engines must not pass over coal dock hopper.

4. **Doubling Tracks:**
2½ miles east of Lisbon, capacity 26 cars, switch at east end.
2 miles west of Elliott, capacity 22 cars, switch at both ends.
5 miles west of La Moure, capacity 11 cars, switch at west end.

5. **Speed Restrictions**—Engines Classes W, W-1 and W-2 between Fargo and La Moure, thirty (30) miles per hour; between La Moure and Edgeley, twenty-five (25) miles per hour; Engines Classes Q-1, Q-2, Q-3, Q-4 and T, between Fargo and La Moure, forty (40) miles per hour; between La Moure and Edgeley, thirty (30) miles per hour; between Edgeley and Streeter, twenty-five (25) miles per hour.

6. **Register Stations.**
Independence.
La Moure.
Streeter.

FOURTH SUBDIVISION.

(CASSELTON BRANCH)

1. **At Casselton**—Train order signal does not govern Fourth Subdivision trains.

2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 not permitted.

3. **Speed Restrictions**—Engines Classes Q-1, Q-2, Q-3, Q-4 and T twenty-five (25) miles per hour on freight trains and thirty (30) miles per hour on passenger trains, except between Eastedge and Hastings, twenty (20) miles per hour.

4. **Register Stations—**
Casselton.
Marion.

FIFTH SUBDIVISION.
(COOPERSTOWN BRANCH)

1. **At Sanborn**—Train order signal does not govern Fifth Subdivision trains.
2. **At Hannaford**—G. N. Agent will handle interlocking plant.
3. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 not permitted.
4. **Doubling Track**—At M. P. 30, capacity 13 cars, switch at both ends.
5. **Speed Restrictions**—Engines Classes Q-1, Q-2, Q-3, Q-4 and T twenty-five (25) miles per hour on freight trains and thirty (30) miles per hour on passenger trains.
6. **Register Stations**—
   Sanborn.
   McHenry.

SIXTH SUBDIVISION.
(JAMES RIVER AND OAKES BRANCH)

1. **Pusher District** between Jamestown and one and one-half miles east.
2. **Bridge and Engine Restrictions**—Engines heavier than Class W-3 not permitted.
3. **Speed Restrictions**—
   Freight trains, thirty-five (35) miles per hour.
   Passenger trains, forty (40) miles per hour.
   At Oakes, all trains, over street crossing between freight house and passenger station, six (6) miles per hour.
4. **Register Stations**—
   Jamestown.
   La Moure.
   Independence.
   Oakes.
5. **Clearance Exceptions**—Westward trains out of Oakes and all trains receiving orders at other points from dispatchers' office at Fargo, must have clearance cards from both the dispatcher at Fargo and the dispatcher at Jamestown.
6. **Commercial Spurs**—

	Miles from Oakes	Car Capacity
Singleton	4.3	5
Reeves	61.9	9

SEVENTH SUBDIVISION.
(DEVILS LAKE BRANCH)

1. **Pusher District** between Jamestown and Parkhurst.
2. **Bridge and Engine Restrictions**—
   Engines heavier than Class W-3 not permitted.
   At Gravel Pit west of Sheyenne, pit track must not be used by engines beyond 600 feet from main track switch, and storage track beyond 250 feet from storage track switch.
   At Carrington engines must not pass over coal dock hopper.
3. **Speed Restrictions**—
   Freight trains with engines heavier than Class W-1, thirty (30) miles per hour.
   Freight trains with Class W-1 and lighter engines, thirty-five (35) miles per hour.
   Motor car passenger trains, forty-five (45) miles per hour.
   Steam passenger trains, forty (40) miles per hour.
   At Pingree, First class trains between 8th subdivision junction switch and depot restricted speed.
   All trains, over street crossings at Carrington and Minnewaukan, ten (10) miles per hour, and on G. N. transfer track at Leeds, four (4) miles per hour.
4. **Register Stations**—
   Jamestown.
   Pingree for trains 147 and 148.
   Carrington.
   Leeds.

EIGHTH SUBDIVISION.
(WILTON BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class W-3 not permitted.
2. **Speed Restrictions**—
   Freight trains with engines heavier than Class W-1, thirty (30) miles per hour.
   Freight trains with Class W-1 and lighter engines, thirty-five (35) miles per hour.
   Motor car passenger trains, forty-five (45) miles per hour.
   Steam passenger trains, forty (40) miles per hour.

3. **Register Stations**—
   Pingree.
   Wilton.
4. **Commercial Spurs**—

	Distance from Pingree	Car Capacity
Macomber (Truax-Traer Coal Co.)	89.6	72

NINTH SUBDIVISION.
(SYKESTON BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class W not permitted.
2. **Speed Restrictions**—
   Passenger trains, thirty-five (35) miles per hour.
   Freight trains, between Carrington and Denhoff, thirty (30) miles per hour; between Denhoff and Turtle Lake, twenty-five (25) miles per hour.
3. **Register Stations**—
   Carrington
   Turtle Lake.
4. **Commercial Spurs**—

	Miles from Carrington	Car Capacity
Garland	4.0	6

TENTH SUBDIVISION.
(OBERON BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 not permitted.
2. **Speed Restrictions**—Twenty-five (25) miles per hour.
3. **Register Stations**—
   Oberon.
   Esmond.

ELEVENTH SUBDIVISION.
(LINTON BRANCH)

1. **At McKenzie**—Train order signal does not govern 11th Subdivision trains.
2. **Bridge and Engine Restrictions**—Engines heavier than Class T not permitted.
3. **Speed Restrictions**—Twenty-five (25) miles per hour.
4. **Register Stations**—
   McKenzie.
   Linton.
5. **Commercial Spurs**—

	Distance from McKenzie	Car Capacity
Sueltz Spur	16.9	3

TWELFTH SUBDIVISION.
(MANDAN SOUTH LINE)

1. **At Mandan**—All trains will protect against Second Subdivision trains between Passenger Station and Junction Switch.
2. **At Cannon Ball Junction**—Extra trains will not run via Cannon Ball unless instructed by train order to do so.
3. **Bridge and Engine Restrictions**—Engines, heavier than Class W-5 not permitted.
4. **Speed Restrictions**—Steam passenger trains, thirty-five (35) miles per hour; Motor cars, forty (40) miles per hour.
   Freight trains, twenty-five (25) miles per hour.
   Passenger trains, twenty-five (25) miles per hour between Milepost 5 and Milepost 9 west of Cannon Ball.
5. **Register Stations**—
   Mandan.
   Mott.
6. **Commercial Spurs**—

	Distance from Mandan	Car Capacity
Ripples Spur	2.3	2
Riverside Gravel Co.	11.1	41
Benton Packet Co.	35.1	6

THIRTEENTH SUBDIVISION.
(MANDAN NORTH LINE)

1. **At Mandan**—All trains will protect against Second Subdivision trains between Passenger Station and Junction Switch.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.
At Rock Haven, engines heavier than Class T not permitted on spur.
At Hazen, engines, Class W-3 or heavier, not permitted on Hazen Grain Elevator Track.
Engines must not pass over coal dock hopper.
At Beulah, engines must not pass under tipple tracks 2, 3 and 4 nor go further than west switch of cross-over west of tipple.
At Republic, engines must not pass under tipple nor go beyond tipple on No. 4 track.
At Zap, engines must not pass under tipple Lucky Strike Mine.
At Kamins, engines must not pass under or by tipple.
3. **Speed Restrictions**—Passenger trains, steam, thirty-five (35) miles per hour.
Motor cars, forty (40) miles per hour.
Freight trains, twenty-five (25) miles per hour for W-3 or W-5 engines.
Freight trains, thirty (30) miles per hour for W-2 or lighter engines.
4. **Clearances** of structures at following locations are not standard and will not clear a man on top and/or on side of car.
At Beulah, Knife River tipple.
At Republic, Zap Colleries tipple.
At Zap, Lucky Strike tipple.
Lucky Strike car puller between tracks 1 and 2 north of tipple.
Gunderson tipple.
Superior loading docks.
At Kamins, Kamins tipple.
5. **At Beulah,** switch leading from west end No. 1 storage track to mine lead shows clear when set for lead.
West switch of cross-over from main track to No. 1 mine storage track must be left set and locked for storage track.
6. **Register Stations—**
Mandan.
Zap.
Killdeer.
7. **Commercial Spurs—**

	Distance from Mandan	Car Capacity
Rock Haven	4.5	10
Deapolis	49.3	50
Republic	78.0	172
Kamins	83.6	4

8. **Telephone Calls—**

Mandan, Telegraph Office	—
Mandan, T. M. and R. M. Office	O O O O
Mandan, Freight Office	— O
Sanger	— O O O
Price	— O O —
Hensler	O O —
Fort Clark	— —
Stanton	— — —
Hazen	— — O
Beulah	— — O O
Zap	— O —
Golden Valley	O — —
Dodge	O — O
Halliday	— O O
Werner	O O — —
Dunn Center	O —
Killdeer	O O

ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. SPEED RESTRICTIONS—
Passenger trains, one (1) mile per minute.
All trains, thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through cross-overs, turnouts, gauntlets and passing telegraph offices where train orders are received.
Engines—Classes A, A2, Q-5 and Q-6, sixty (60) miles per hour.
W, W-1, W-2, W-3, W-4 and W-5, fifty (50) miles per hour.
Switch engines moving between stations, under steam, fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.

3. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
4. 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.
5. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
6. When a siding is to be used temporarily as a main track, the switches will be set and locked for the siding and be protected by flagman until train order covering the movement is issued to all trains and the section foreman of that section; the flagman to remain until released by the train dispatcher.
7. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
8. 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.
9. Before occupied outfit cars are switched or handled, air brakes must be cut in.
10. IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:
When a train dispatcher desires to advance a train from station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
11. On all branch line sidings trains may expect to find cars at any time.
12. SPRING SWITCHES:
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it.
When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
13. Derail switches will be set in derail position when not in use.
14. Trains pulling into side tracks or leaving the main line at junction points, must pull entirely into clear of insulated joints before stopping to pick up the man attending the switch.
15. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen, after outgoing crew takes charge, a running brake test must be made as soon as train is moving at moderate speed.
When running test is made trainmen should be on steps to see that brakes apply properly and then give proceed signal to enginemen.
16. Always observe position of switch points after throwing switch, and see that the switch lever is pushed firmly into the notch before leaving switch.
17. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.

18. At points where there are close clearances, trainmen will work on the opposite side of train from them; and, if necessary, the fireman will receive the signals and communicate them to the engineman.

19. BULLETIN STATIONS—

Dilworth.
Fargo.
Valley City.
Jamestown.
Mandan.
Carrington.
Esmond.

20. STANDARD TIME CLOCKS—

Dilworth.
Fargo.
Jamestown.
Mandan.
Carrington.

21. WATCH INSPECTORS—

Moorhead ..... Henry Neubarth.
Fargo ..... A. P. Nelson.
Valley City ..... G. H. Toring.
Jamestown ..... H. G. Pickard.
Mandan ..... C. G. Conyne.
LaMoure ..... Wm. Isaacs.
Edgeley ..... J. E. Kipp.
McHenry ..... A. H. Gruenstein.
Carrington ..... Andrew Lee.
New Rockford ..... A. R. Hawkinson.
Linton ..... Wm. Heyerman.

NOTE

Effective with Time Table No. 66A, 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.

RAILROAD CROSSINGS AND INTERLOCKINGS

First Subdivision—

MOORHEAD
G. N. Crossing—Interlocked.

FARGO
C. M. St. P. & P. Crossing—Automatic Interlocking.

CASSELTON
G. N. Crossing—Interlocked.

Second Subdivision—

BISMARCK
Soo Line Crossing two miles east—Interlocked.

Third Subdivision—

DAVENPORT
G. N. Crossing—Interlocked.

Fourth Subdivision—

LUCCA
Soo Line Crossing.

Fifth Subdivision—

ROGERS
Soo Line Crossing.

HANNAFORD
G. N. Crossing—Interlocked.

Sixth Subdivision—

JAMESTOWN
M. C. Crossing—6.2 miles east.

Seventh Subdivision—

CARRINGTON
Soo Line Crossing.

NEW ROCKFORD
G. N. Crossing—Automatic Interlocking.

MINNEWAUKAN
Soo Line Crossing—six miles west.

Eleventh Subdivision—

MOFFITT
Soo Line Crossing—one mile west.

TONNAGE RATING—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-3 and W-5	W-1 and W-2	T	S-10
		Car Lm't	Car Lm't	Tons	Tons
FIRST—Westward	Dilworth to Casselton	3600	2900	2120	
	Casselton to Jamestown	5000	3950	2700	
FIRST—Eastward	Jamestown to Buffalo	Car Lm't	Car Lm't	Car Lm't	
	Buffalo to Dilworth		3000	2500	2000
THIRD—Westward	Fargo to Woods		1500	1150	800
	Woods to Leonard		3000	2500	2000
	Leonard to Lisbon		1500	1150	800
	Lisbon to Elliott Spur		2300	1850	1300
	Elliott Spur to Independence		5400	3560	
	Independence to La Moure		1500	1150	800
	La Moure to Berlin Spur		1900	1500	1000
	Berlin Spur to Edgeley			1500	1000
	Edgeley to Streeter			2500	2000
THIRD—Eastward	Streeter to Edgeley		3000	2500	2000
	Edgeley to La Moure		2150	1430	1100
	La Moure to Independence		2300	1850	1300
	Independence to Englevale		1500	1150	800
	Englevale to Elliott Spur				
THIRD—Eastward	Elliott Spur to Lisbon				
	Lisbon to Lisbon Spur				
	Lisbon Spur to Fargo				
FOURTH—Westward	Casselton to Myra				
	Myra to Embden				
	Embden to Lucca				
	Lucca to Eastedge				
	Kathryn to Hastings				
	Hastings to Marion				
	Marion to Kathryn				
FOURTH—Eastward	Kathryn to Eastedge				
	Eastedge to Casselton				
FIFTH—Westward	Sanborn to Hannaford				
	Hannaford to Hannaford Spur				
	Hannaford Spur to McHenry				
FIFTH—Eastward	McHenry to Shepard				
	Shepard to Hannaford				
	Hannaford to Sanborn				

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-3 and W-5	W-1 and W-2	T	S-10
		Tons	Tons	Tons	Tons
THIRD—Eastward	Elliott Spur to Lisbon		Car Lm't	Car Lm't	Car Lm't
	Lisbon to Lisbon Spur		1500	1100	800
	Lisbon Spur to Fargo		Car Lm't	Car Lm't	Car Lm't
FOURTH—Westward	Casselton to Myra			2500	2000
	Myra to Embden			2000	1300
	Embden to Lucca			2200	1500
	Lucca to Eastedge			1900	1000
	Kathryn to Hastings			1500	800
	Hastings to Marion			2500	2000
	Marion to Kathryn			Car Lm't	Car Lm't
FOURTH—Eastward	Kathryn to Eastedge			1250	800
	Eastedge to Casselton			Car Lm't	Car Lm't
FIFTH—Westward	Sanborn to Hannaford			3000	2000
	Hannaford to Hannaford Spur			1500	800
	Hannaford Spur to McHenry			2200	1500
FIFTH—Eastward	McHenry to Shepard			2200	1500
	Shepard to Hannaford			1500	800
	Hannaford to Sanborn			3000	2000

TONNAGE RATING—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE						SUB-DIVISION	DISTRICT	CLASS OF ENGINE					
		W-3	W-1	W	W-4	T-Superheated	T			W-3	W-1	W	W-4	T-Superheated	T
		Tons	Tons	Tons	Tons	Tons	Tons			Tons	Tons	Tons	Tons	Tons	Tons
SECOND—Westward..	Jamestown to Windsor...	1800	1410	1300	.....	1000	920	NINTH—Westward..	Carrington to Sykeston...	.....	3700	3350	3130	2600	2390
	Windsor to Mandan.....	4400	3500	3200	.....	2500	2290		Sykeston to Turtle Lake..	.....	2520	2300	2140	1800	1660
SECOND—Eastward...	Mandan to Bismarck.....	2550	2050	1875	.....	1400	1280	NINTH—Eastward...	Turtle Lake to Denhoff...	.....	2350	2200	2050	1700	1550
	Bismarck to Windsor.....	4600	3600	3350	.....	2500	2290		Denhoff to Bowdon.....	.....	3700	3400	3170	2700	2450
	Windsor to Jamestown...	.....	.....	.....	.....	Down	Grade		Bowdon to Carrington....	.....	5000	4600	4290	3600	3300
SIXTH—Westward..	Oakes to Independence...	.....	2375	2185	2040	1710	1575	ELEVENTH—Westward..	McKenzie to Linton.....	.....	.....	.....	.....	1180	1000
	LaMoure to Jamestown...	.....	3600	3250	3030	2600	2390								
SIXTH—Eastward...	Jamestown to Reeves....	2300	1800	1650	1540	1300	1180	ELEVENTH—Eastward...	Linton to Hazleton.....	.....	.....	.....	.....	1250	1150
	Reeves to LaMoure.....	.....	4000	3650	3410	2900	2620		Hazleton to McKenzie...	.....	.....	.....	.....	2920	2700
SEVENTH Westward..	Jamestown to Parkhurst..	1810	1440	1330	1240	1000	930	TWELFTH Westward..	Mandan to Cannon Ball..	.....	3150	2900	.....	2300	2080
	Parkhurst to Edmunds...	3075	2400	2225	2075	1700	1300		Cannon Ball to Mott.....	.....	2550	2350	.....	1900	1700
	Edmunds to New Rockford	.....	3450	3200	2990	2500	2290								
	New Rockford to Leeds...	.....	1950	1810	1690	1400	1300	TWELFTH Eastward...	Mott to Mandan.....	.....	4600	4200	.....	3300	3000
SEVENTH Eastward...	Leeds to Divide.....	.....	2050	1900	1770	1450	1350	THIRTEENTH Westward..	Mandan to Stanton.....	4900	4200	3750	.....	3000	2780
	Divide to Jamestown.....	.....	4000	3650	3410	2900	2650		Stanton to Golden Valley.	3400	2750	2520	.....	2000	1800
EIGHTH—Westward..	Pingree to Wilton.....	2150	1700	1570	1460	1200	1120		Golden Valley to Killdeer.	2850	2300	2100	.....	1650	1500
EIGHTH—Eastward...	Wilton to Pettibone.....	2400	2000	1900	1660	1400	1320	THIRTEENTH Eastward...	Killdeer to Golden Valley.	4600	3850	3550	.....	2800	2550
	Pettibone to Woodworth..	2275	1850	1700	1460	1200	1120		Golden Valley to Mandan.	5600	4700	4300	.....	3400	3100
	Woodworth to Pingree...	5000	3800	3520	3280	2800	2530								

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

		LIMIT OF LOAD MEASUREMENT 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. Wide	Controlling Structure
First Sub-division.....	Dilworth to Jamestown.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Second Sub-division...	Jamestown to Mandan.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Third Sub-division....	Fargo to Streeter.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Fourth Sub-division...	Casselton to Marion.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Fifth Sub-division....	Sanborn to McHenry.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Sixth Sub-division....	Oakes to Jamestown.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Seventh Sub-division..	Jamestown to Leeds.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Eighth Sub-division...	Pingree to Wilton.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Ninth Sub-division....	Carrington to Turtle Lake.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Tenth Sub-division....	Oberon to Esmond.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Eleventh Sub-division.	McKenzie to Linton.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Twelfth Sub-division..	Mandan to Mott.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
ThirteenthSub-division	Mandan to Killdeer.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	

MAXIMUM CLEARANCES—Continued.

		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. Wide	Controlling Structure
First Sub-division.....	Dilworth to Jamestown.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Second Sub-division...	Jamestown to Mandan.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Third Sub-division....	Fargo to Streeter.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Fourth Sub-division...	Casselton to Marion.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Fifth Sub-division....	Sanborn to McHenry.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Sixth Sub-division....	Oakes to Jamestown.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Seventh Sub-division..	Jamestown to Leeds.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Eighth Sub-division...	Pingree to Wilton.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Ninth Sub-division....	Carrington to Turtle Lake.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Tenth Sub-division....	Oberon to Esmond.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Eleventh Sub-division.	McKenzie to Linton.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
Twelfth Sub-division..	Mandan to Mott.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	
ThirteenthSub-division	Mandan to Killdeer.....	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″	

SPEED TABLE

Time per Mile Mins.	Secs.	Miles per Hour	Time per Mile Mins.	Secs.	Miles per Hour
1		60	2		30
1	1	59	2	10	27.6
1	2	58	2	15	26.6
1	3	57.1	2	20	25.7
1	4	56.2	2	30	24
1	5	55.3	2	40	22.5
1	6	54.5	2	45	21.8
1	7	53.7	2	50	21.2
1	8	52.9	3		20
1	9	52.1	3	9	19
1	10	51.4	3	20	18
1	12	50	3	31	17
1	15	48	3	45	16
1	20	45	4		15
1	25	42.3	4	30	12
1	30	40	5		12
1	40	36	6		10
1	45	34.3	7	30	8
1	50	32.7	10		6

J. A. MERCER, Asst. Supt.

C. E. DORFLER, Trainmaster.

J. J. MULROY, Trainmaster.

R. G. KNIGHT, Trainmaster—Roadmaster.

C. W. COIL, Trainmaster.

H. W. GILLETTE, Chief Dispatcher.