

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **FARGO DIVISION**

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# **Special Instructions No. 4**

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

**Sunday, May 19, 1940**

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

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**W. W. JUDSON,  
General Manager.**

**P. H. McCAULEY,  
General Superintendent of  
Transportation.**

**J. A. MERCER,  
Superintendent.**

# 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 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.
3. At Sanborn, North Siding is eastward siding. South Siding is westward siding.
4. At Eckelson, East siding is eastward siding and west siding is westward siding.
5. Pusher Districts—Between Koldok and Berea, via Valley City. Between Jamestown and Bloom.
6. At Valley City, Trains taking siding will pull in at first switch. Cross over switch just west of 9th avenue is the west switch of eastward siding.
7. At Bloom, Switch at end of double track is dual control. 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.
8. 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.
9. Double Track—The normal position of switch at Buffalo is for eastward track, operators will handle this switch.
10. Handling Switches—At Peak and Berea, the operators will in addition to handling the junction switches handle switches that are adjacent to their offices.
11. Bridge and Engine Restrictions—Bridge 64, Valley City Viaduct thirty (30) MPH. Bridge 65.3 on Mill Spur, Valley City, not safe for an engine. Bridges 17 and 27, on westward track; Engines Class Z-5, twenty (20) MPH. Engines Class Z-6, forty (40) MPH. At Dilworth and Koldok, engines must not pass over coal dock hopper.
12. 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) MPH over switches. Eastward trains at Bloom twenty-five (25) MPH, and Buffalo, fifteen (15) MPH over double track switches. Through Fargo and Moorhead, all trains shall be operated at a Reasonable Speed and with Due Care. Through Casselton thirty (30) MPH. At Valley City, between 3rd Ave. and 6th Ave., trains will be operated at careful and prudent speed not greater than is reasonable and proper under conditions then existing. At West Fargo Class W-3 engines five (5) MPH over East and West Leg of Wye.

13. 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 1069 and instructions in Paragraph 3, Page 79 of Air Brake Instruction Book No. 1.

### 14. Register Stations—

Dilworth.  
Fargo—For first class trains and passenger extras.  
Casselton—For Nos. 137 and 138.  
Valley City—For trains originating and terminating, helper and switch engines.  
Sanborn—For trains originating and terminating.  
Jamestown.

### 15. Register Exceptions—

Dilworth—Through passenger trains will register by Form 608.

### 16. Clearance Exceptions—

At Dilworth, trains destined Third Subdivision will require clearance for First and Third Subdivisions. At Fargo, all first class trains and passenger extras must obtain clearance. Trains from Third Subdivn. will not require clearance.

### 17. Commercial Spurs—

	Miles from Dilworth	Car Capacity
Watts .....	2.0	20
Norpak .....	19.8	21
Dalrymple .....	23.0	63

### 18. Lap Sidings—Sanborn, Spiritwood.

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

## SECOND SUBDIVISION.

### (MAIN LINE)

1. At Jamestown. First track south of passenger station is westward main track. Second track south of passenger station is eastward main track. Double track ends at cross-over opposite freight house. Normal position of switches for this cross-over is for eastward main track and yard lead. When main tracks are blocked tracks 3 and 4 may be used as run-around tracks, leaving main track switches lined for run-around. Eastward First Sub-division freight trains crossing over from yard lead to main line may leave switches lined for cross-over. Herders are on duty 6:30 A. M. to 10:30 P. M. and will line up routes for passenger trains and as far as practicable for other trains. Westward second class and inferior trains will stop east of and within 500 feet of switchtenders' shanty at extreme east end of yard.
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 dual control. 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.

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 Jamestown. Trainmen will observe caboose air gauge to insure proper air pressure being carried in accordance with Transportation Rule 1069 and instructions contained in Paragraph 3 on Page 79 of Air Brake Instruction Book No. 1.

North siding is westward siding and south siding is 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 Mandan, First Track south of passenger station is the main track.

Second track south of passenger station is the passenger siding. When passenger trains meet at Mandan the second train arriving will, unless otherwise instructed, use the passenger siding, except train No. 1 will always use the main track, and No. 2 will always use the main track except when they meet No. 3 at that point, in which case No. 3 will use the main track.

Trains using the passenger siding must see that the switches are properly lined for the main track after clearing these switches and leave them lined up for the main track.

When trains 2 and 3 meet at Mandan, if No. 2 is at the station when No. 3 arrives, the engineman of No. 3 will stop with his engine about opposite No. 2's engine, and not proceed until No. 2 is ready to depart, or a proceed signal is given by conductor on No. 2 or the yardmaster.

If No. 2 is seen approaching the station and has not come to a stop, the engineman of No. 3 will stop with his engine ten car lengths east of the platform and will move his engine to a point opposite No. 2's engine after No. 2 has come to a stop.

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

9. Retaining Valves are to be used Eldridge 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 Eldridge and not turned down until train heads into designated track in Jamestown Yard.

10. Bridge and Engine Restrictions—

At Jamestown.....Engines, Class A or heavier, 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.

Bridge 94½, Jamestown Yard

Lead .....Engines, Classes Z-5 and Z-6 ten (10) MPH.

Bridge 196.....Missouri River Bridge; Class A or heavier engines will not be doubleheaded over curve at east end.

11. Speed Restrictions—

Windsor to Jamestown, freight trains thirty (30) MPH. At Jamestown between James River Bridge and Pittsburg Avenue, first class trains restricted speed.

At Bismarck, over street crossings 3rd to 12th streets, inclusive, passenger trains twenty (20) MPH; freight trains fifteen (15) MPH.

At Eldridge, through double track switch, eastward trains twenty-five (25) MPH.

At Mandan between passenger station and east yard switch, twenty-five (25) MPH.

12. Register Stations—

Jamestown. Mandan.

13. Commercial Spurs—

	Miles from Jamestown	Car Capacity
Penitentiary .....	99.4	25
Northern Hide and Fur Co.....	99.8	15
Water Works .....	103.5	15

14. Lap Sidings—Cleveland, Medina, Steele, Driscoll, Burleigh.

15. 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.

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) MPH; between La Moure and Edgeley, twenty-five (25) MPH; Engines Classes Q-1, Q-2, Q-3, Q-4 and T, between Fargo and La Moure, forty (40) MPH; between La Moure and Edgeley, thirty (30) MPH; between Edgeley and Streeter, twenty-five (25) MPH.

6. Register Stations.

Independence. La Moure. Streeter.

7. Clearance Exceptions—At Fargo, trains from First Subdivision will not require clearance. At Independence, trains from Sixth Subdivision will not require clearance.

## 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) MPH on freight trains and thirty (30) MPH on passenger trains, except between Eastedge and Hastings, twenty (20) MPH.

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. Speed Restrictions—Engines Classes Q-1, Q-2, Q-3, Q-4 and T twenty-five (25) MPH on freight trains and thirty (30) MPH on passenger trains.
5. 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) MPH.  
Passenger trains, forty (40) MPH.  
At Oakes, all trains, over street crossing between freight house and passenger station, ten (10) MPH.
4. Register Stations—  
Jamestown. La Moure. Independence. Oakes.
5. At Jamestown. All trains protect against First and Second Subdivision trains.
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) MPH.  
Freight trains with Class W-1 and lighter engines, thirty-five (35) MPH.  
Motor car passenger trains, forty-five (45) MPH.  
Steam passenger trains, forty (40) MPH.  
At Pingree, first class trains between 8th subdivision junction switch and passenger station restricted speed.  
At Carrington, first class trains between 9th subdivision junction switch and passenger station, restricted speed. All trains, over street crossings, ten (10) MPH.  
At New Rockford, over Interlocked Crossing, twenty (20) MPH.  
At Oberon, first class trains between 10th subdivision junction switch and passenger station, restricted speed.  
At Leeds, on G. N. transfer track, four (4) MPH.
4. Register Stations—  
Jamestown. Carrington. Leeds.  
Pingree for first class trains.
5. Clearance Exceptions—  
At Pingree, trains from 8th subdivision will not require clearance if train order signal indicates proceed.
6. At Jamestown. All trains protect against First and Second Subdivision trains.

## EIGHTH SUBDIVISION.

### (WILTON BRANCH)

1. Bridge and Engine Restrictions—Engines heavier than Class W-3 not permitted.  
At Wilton, bridge over cattle pass, mine spur, must not be used by Northern Pacific engines.
2. Speed Restrictions—  
Freight trains with engines heavier than Class W-1, thirty (30) MPH.  
Freight trains with Class W-1 and lighter engines, thirty-five (35) MPH.  
Motor car passenger trains, forty-five (45) MPH.  
Steam passenger trains, forty (40) MPH.
3. Register Stations—  
Pingree. Wilton.
4. Register Exceptions—At Pingree trains may register by Form 608 if operator is on duty.
5. Clearance Exceptions—At Pingree, trains from Seventh Subdivision will not require clearance if train order signal indicates proceed.
6. Commercial Spurs—  
Distance from Car  
Pingree 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) MPH.  
Freight trains, between Carrington and Denhoff, thirty (30) MPH; between Denhoff and Turtle Lake, twenty-five (25) MPH.
3. Register Stations—  
Carrington. Turtle Lake.

## TENTH SUBDIVISION.

### (OBERON BRANCH)

1. Bridge and Engine Restrictions—Engines heavier than Class Q-4 not permitted.
2. Speed Restrictions—Twenty-five (25) MPH.
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 Q-4 not permitted.
3. Speed Restrictions—Between Linton and Mile Post 19, twenty-five (25) MPH; between Mile Post 19 and McKenzie, thirty-five (35) MPH.
4. Register Stations—  
McKenzie. Linton.
5. Commercial Spurs—  
Distance from Car  
McKenzie 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 and freight trains, thirty-five (35) MPH; Motor cars, forty (40) MPH.  
All trains, twenty-five (25) MPH between Milepost 5 and Milepost 9 west of Cannon Ball.
5. Register Stations—  
Mandan. Mott.
6. Commercial Spurs—  
Distance from Car  
Mandan Capacity  
Ripples Spur ..... 2.3 2  
Riverside Gravel Co. .... 11.1 41

# 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 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 Kamins, engines must not pass under or by tipple.
3. **Speed Restrictions**—Passenger trains, steam, thirty-five (35) MPH.  
Motor cars, forty (40) MPH.  
Freight trains, twenty-five (25) MPH for W-3 or W-5 engines.  
Freight trains, thirty (30) MPH 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 and three car pullers between tipple tracks east and west end tipple.  
At Republic, Zap Collieries tipples.  
At Zap, Gunderson tipple. Loading docks on house and elevator tracks.  
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
Duke Spur .....	2.4	5
Republic .....	78.0	172
Kamins .....	83.6	4
8. **Telephone Calls**—

Mandan, Telegraph Office .....	—
Mandan, T. M. and R. M. Office .....	0 0 0 0
Mandan, Freight Office .....	— 0 0 0
Sanger .....	— 0 0 0
Price .....	— 0 0 —
Hensler .....	0 0 —
Fort Clark .....	— — —
Stanton .....	— — —
Hazen .....	— — 0
Beulah .....	— — 0 0
Zap .....	— 0 —
Golden Valley .....	0 — —
Dodge .....	0 — 0
Halliday .....	— 0 0
Werner .....	0 0 —
Dunn Center .....	0 — —
Killdeer .....	0 0

## ALL SUBDIVISIONS.

1. Transportation Rule 11 is modified as follows: A train finding a fusee burning on or near its track may proceed at restricted speed without stopping.
2. Lights will be displayed at night on all main line train order signals. On Branch line subdivisions where lights are not displayed on day-office train order signals, all trains will positively ascertain position of signal and be governed by the day indication.
3. Transportation Rule D-97 applies to all divisions.

4. Transportation Rule 105 is modified as follows: When a siding of an assigned direction is blocked with cars, or taken out of service for any reason, the siding of the opposite direction will be used as a single siding. At lap sidings, unless otherwise provided, trains taking siding must head in at the lap.
5. **IN AUTOMATIC BLOCK SIGNAL TERRITORY:** When moving with the current of traffic, or on single track, where the automatic block signals governing the track in use are of the semaphore type and can be plainly seen from the rear of a standing train to be at stop, such signal being not less than one-half mile from the rear of such train, it will not be necessary to protect the train by a flagman. Under all other circumstances Rule 99 must be observed.  
Transportation Rule 501-B is modified as follows: INDICATION—Approach next signal prepared to stop. Block is clear; second block in advance is not clear.  
Transportation Rule 509 (B) is modified as follows: It must be understood 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.  
When a train dispatcher desires to advance a train from station where by 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 engine-man 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.
6. Transportation Rule 606: Emergency Signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
7. Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light at night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one mile distant beyond the red signals. On the approach of a train the flagman will display the yellow signals, which must be acknowledged by the enginemen in accordance with Rule 14 (g). In territory authorized by the Superintendent, the yellow signals will be placed as prescribed and the flagman will not be required except during fog, storms or otherwise bad weather.
8. Transportation Rule 1062 requiring the making of running brake test on passenger trains must also be observed on all passenger trains following departure from terminals, or from a station at which either train or engine crews, or both of them, have been changed or where switching has been done. Enginemen will acknowledge proceed signals of trainmen by two short blasts of the whistle.
9. 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 notified; the flagman to remain until released by the train dispatcher.
10. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.
11. In case of failure of communicating signal system on passenger trains, and on freight trains when conditions permit, enginemen will receive "proceed" signal before passing any station.
12. **SPEED RESTRICTIONS**—Except as otherwise provided:  
Passenger trains, sixty (60) MPH.  
Freight trains, fifty (50) MPH, except when restricted to lower rate of speed by engine speed restriction.  
**ENGINES**—All A, Q and P classes, and classes S-4 and T, sixty (60) MPH, except when used on passenger trains where higher speed is authorized; Z-6, sixty (60) MPH, other Z classes, thirty-five (35) MPH. All other classes fifty (50) MPH. Switch engines under steam, moving between stations, fifteen (15) MPH.  
**ALL TRAINS AND ENGINES**—Fifteen (15) MPH through crossovers, turnouts and gauntlets; twenty-five (25) MPH passing telegraph offices where orders are delivered; thirty (30) MPH over interlocked crossings, and when handling steam wrecking derrick, pile driver or locomotive crane.

To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

**On Main Line—**

With main and side rods removed:

All A and Q classes..... 30 MPH.

All other classes ..... 25 MPH.

With main rods removed and side rods in place:

All A and Q classes..... 35 MPH.

All other classes ..... 30 MPH.

**On Branch Lines—**

With either or both main and side rods removed:

All A and Q classes..... 25 MPH.

All other classes ..... 20 MPH.

**Over Bridges—**

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of twenty (20) MPH and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine Restrictions."

**13. Bridge Restrictions for Single and Double Header Engines—**

Where no mention is made of single or double heading, the instructions apply alike to single and double header engines of each class.

An engine of any class double-headed with an engine of lighter class will carry the same restrictions as if the heavier engine were double-headed with its own class, unless instructions to the contrary have been issued.

**14. SPRING SWITCHES:**

Maximum speed for all facing point and trailing point movements through switch fifteen (15) MPH. 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.

**15. 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.**

**16. Gas-electric motor cars, when handled in freight trains, must be behind caboose.**

Test of hand brakes of gas-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 enginemen will cooperate in making test.

**17. 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.**

**18. 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.  
 I. T. Larson.  
 LaMoure ..... Wm. Isaacs.  
 Cooperstown ..... Allen's.  
 Carrington ..... E. J. Bestgen.  
 New Rockford ..... A. R. Hawkinson.  
 Linton ..... Wm. Heyerman.

**NOTE**

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

**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				SUB-DIVISION	DISTRICT	CLASS OF ENGINE			
		W-3 and W-5	W-1 and W-2	Q-1 and Q-4	Tons			W-1 and W-2	Q-1 and Q-4	Tons	
		Tons	Tons	Tons							
FIRST— Westward..	Dilworth to Casselton.....	Car Lm't	Car Lm't	2880		THIRD—	Lisbon to Lisbon Spur.....	1500	990		
	Casselton to Jamestown.....	3600	2900	1908		Eastward..	Lisbon Spur to Fargo.....	Car Lm't	Car Lm't		
	Jamestown to Buffalo.....	5000	3950	2430		FOURTH—	Casselton to Myra.....	.....	2250		
	Buffalo to Dilworth.....	Car Lm't	Car Lm't	2430			Myra to Embden.....	.....	1800		
THIRD—	Fargo to Woods.....	.....	3000	2250		Westward..	Embden to Lucca.....	.....	1980		
	Woods to Leonard.....	.....	1500	1035			Lucca to Eastedge.....	.....	1710		
	Leonard to Lisbon.....	.....	3000	2250			Kathryn to Hastings.....	.....	1350		
	Lisbon to Independence.....	.....	1500	1035			Hastings to Marion.....	.....	2250		
Westward..	Independence to La Moure.....	.....	5400	3204		FOURTH—	Marion to Kathryn.....	.....	Car Lm't		
	La Moure to Berlin Spur.....	.....	1500	1035		Eastward..	Kathryn to Eastedge.....	.....	1125		
	Berlin Spur to Edgeley.....	.....	1900	1350			Eastedge to Casselton.....	.....	Car Lm't		
	Edgeley to Streeter.....	.....	.....	1350		FIFTH—	Sanborn to Hannaford.....	.....	2700		
THIRD—	Streeter to Edgeley.....	.....	.....	2250		Westward..	Hannaford to Hannaford Spur.....	.....	1350		
	Edgeley to La Moure.....	.....	3000	2250			Hannaford Spur to McHenry.....	.....	1980		
	La Moure to Independence.....	.....	2150	1287		FIFTH—	McHenry to Shepard.....	.....	1980		
	Independence to Englevalle.....	.....	2300	1665		Eastward..	Shepard to Hannaford.....	.....	1350		
Englevalle to Lisbon.....	.....	1500	1035			Hannaford to Sanborn.....	.....	2700			

# TONNAGE RATING—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE					SUB-DIVISION	DISTRICT	CLASS OF ENGINE				
		W-3&W-5		W-1&W-2		Q-1 & Q-4			W-3&W-5		W-1&W-2		Q-1 & Q-4
		Tons	Tons	Tons	Tons	Tons			Tons	Tons	Tons	Tons	Tons
SECOND— Westward..	Jamestown to Windsor.....	1800	1410	1300	920	NINTH— Westward..	Carrington to Sykeston.....	.....	3700	3350	2390		
SECOND— Eastward..	Windsor to Mandan.....	4400	3500	3200	2290	NINTH— Eastward..	Sykeston to Turtle Lake.....	.....	2520	2300	1660		
	Mandan to Bismarek.....	2550	2050	1875	1280		Turtle Lake to Denhoff.....	.....	2350	2200	1550		
	Bismarek to Windsor.....	4600	3600	3350	2290		Denhoff to Bowdon.....	.....	3700	3400	2450		
SIXTH— Westward..	Windsor to Jamestown.....	.....	.....	Down Grade	.....	ELEV- ENTH— Westward..	Bowdon to Carrington.....	.....	5000	4600	3300		
	Oakes to Independence.....	.....	2375	2185	1575		.....	.....	.....	.....	.....		
	La Moure to Jamestown.....	.....	3600	3250	2390		McKenzie to Linton.....	.....	.....	.....	1000		
SIXTH— Eastward...	Jamestown to Reeves.....	2300	1800	1650	1180	ELEV- ENTH— Eastward..	Linton to Hazleton.....	.....	.....	.....	1150		
	Reeves to La Moure.....	.....	4000	3650	2620		Hazleton to McKenzie.....	.....	.....	.....	2700		
	Independence to Oakes.....	.....	5400	4900	3560		Mandan to Cannon Ball.....	.....	3150	2900	2080		
SEVENTH Westward..	Jamestown to Parkhurst.....	1810	1440	1330	930	TWELFTH Westward..	Cannon Ball to Mott.....	.....	2550	2350	1700		
	Parkhurst to Edmunds.....	3075	2400	2225	1300		.....	.....	.....	.....	.....		
	Edmunds to New Rockford.....	.....	3450	3200	2290		Mott to Mandan.....	.....	4600	4200	3000		
SEVENTH Eastward..	New Rockford to Leeds.....	.....	1950	1810	1300	THIR- TEENTH	Mandan to Stanton.....	.....	4900	4200	3750		
	Leeds to Divide.....	.....	2050	1900	1350		Stanton to Golden Valley.....	.....	3400	2750	2520		
	Divide to Jamestown.....	.....	4000	3650	2650		Golden Valley to Killdeer.....	.....	2850	2300	2100		
EIGHTH— Westward..	Pingree to Wilton.....	2150	1700	1570	1120	THIR- TEENTH Eastward..	Killdeer to Golden Valley.....	.....	4600	3850	2550		
	Wilton to Pettibone.....	2400	2000	1900	1320		Golden Valley to Mandan.....	.....	5600	4700	3100		
	Pettibone to Woodworth.....	2275	1850	1700	1120		.....	.....	.....	.....	.....		
EASTWARD..	Woodworth to Pingree.....	5000	3800	3520	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' 1"	19' 10"	19' 10"	19' 6"	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"	
Thirteenth Sub-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"	Coal Dock Dawson
Second Sub-division... Jamestown to Mandan.....	19' 4"	19' 2"	18' 10"	18' 7"	18' 7"	18' 5"	17' 9"	16' 10"	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"	
Thirteenth Sub-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			Time per Mile		
Mins.	Secs.	Miles per Hour	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	5	..	12
1	30	40	6	..	10
1	40	36	7	30	8
1	45	34.3	10	..	6
1	50	32.7			

**C. CORSER,**  
Asst. Supt.

**J. J. MULROY,**  
Trainmaster.

**C. C. PRICE,**  
Trainmaster.

**H. W. McCAULEY,**  
Trainmaster.

**R. G. KNIGHT,**  
Trainmaster—  
Roadmaster.

**R. N. ANDERSEN,**  
Chief Dispatcher