NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 5

In Effect at 12:01 A. M. Central or 90th Meridian Time except Twelfth and Thirteenth Subdivisions, Mountain or 105th Meridian Time.

Sunday, October 12, 1941

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. 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 St., the run-around track may be used, leaving main line switches lined for run-around track.
2. **At Fife,** trains may expect to find siding blocked at all times.
3. **At Buffalo,** the normal position of double track switch is for eastward track. Operators will handle.
4. **At Peak and Berea,** the normal position of switches is for route via High Bridge. Operators will handle junction switches and other switches adjacent to their offices. Unless otherwise directed by train order, extra trains will run via High Bridge. Trains running via Valley City will call for route with one long, one short and one long sound of whistle.
5. **At Peak,** junction switch is equipped with electric lock. Westward trains passing signal 555 at Oriska, and eastward trains passing signal 648 at Valley City, or signal 652 at High Bridge, lock the switch, and if necessary to change the route time release must be used. Instructions for operation of electric lock and time release are posted in station.
6. **At Berea,** junction switch is equipped with electric lock. Westward trains passing signal 669 west of High Bridge, or signal 675 west of Valley City, and eastward trains passing signal 772 at Sanborn, lock the switch, and if necessary to change route time release must be used. Instructions for operation of electric lock and time release are posted in station.
7. **At Valley City,** trains taking siding will pull in at first switch. Crossover switch just west of 9th Avenue is the west switch of eastward siding.
8. **At Sanborn,** north siding is eastward siding; south siding is westward siding.
9. **At Eckelson,** east siding is eastward siding; west siding is westward siding.
10. **At Bloom,** switch at end of double track is dual control. Normal position is for westward track. If signal fails 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 has been made. Both levers must be left in normal position and locked.
11. **At Jamestown,** first track south of passenger station is westward main track; second track is eastward main track; third track is run-around 3; fourth track is run-around 4. First subdivision double track ends at crossover opposite freight house. Normal position of switches for this crossover is for eastward main track and yard lead. When main track at passenger station is blocked run-around 3 or 4 will be used, leaving main track switches lined for run-around.
    Westward second class and inferior trains will stop east of and within 500 feet of crossover switches at Seventh Ave., N. E. (formerly Pittsburg Ave.).
    Eastward first subdivision freight trains crossing over from yard lead to main track may leave switches lined for crossover.
    Engine herder on duty 6:30 am to 10:30 pm, daily except Sunday, to line routes for passenger trains, and as far as practicable for other trains.
12. **Pusher Districts**—Between Koldok and Berea, via Valley City; between Jamestown and Bloom.
13. **Yard Limits**—The tracks between yard limit signs west of Milwaukee Crossing at Fargo and east of Bridge O, east of Dilworth, will be operated as one yard.
14. **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.

15. **Bridge and Engine Restrictions**—
    At Dilworth and Koldok, engines must not pass over coal dock hopper.
    At Dilworth, all classes A engines and heavier entering round house will use middle track; other engines use north track.
    At Dalrymple, engines class W-3 and heavier not permitted on spur.
    Bridge 27, between Casselton and Wheatland, on westward track, engines class Z-5, twenty (20) MPH. Engines class Z-6 and Z-7, forty (40) MPH.
    Bridge 64, Valley City viaduct, thirty-five (35) MPH.
    Bridge 65.3 on Mill spur, Valley City, not safe for an engine.
    At Valley City, engines class W-3 and heavier not permitted on wye or transfer track.
    At Jamestown, all classes A engines and heavier not permitted on south out-going round house track; on crossover from incoming round house track to through engine track; on South spur west of passenger station.
    All classes A engines and heavier not permitted on the following tracks:
    West Fargo, on either leg of wye beyond clearance point.
    Fife, elevator track.
    Mapleton, stock yard track.
    Wheatland, house track, south side.
    Magnolia, pump house track.
    Buffalo, stock yard track.
    Tower City, Industrial track, south side.
    Peak, elevator track.
    High Bridge, storage track.
    Sanborn, Urbana, Spiritwood, Bloom, elevator track.
16. **Speed Restrictions**—
    Through Fargo and Moorhead, all trains shall be operated at a reasonable speed and with due care.
    At West Fargo, class W-3 and W-5 engines five (5) MPH over both legs of wye.
    Through Casselton, thirty (30) MPH.
    Between Peak and Berea, via High Bridge, all trains fifty (50) MPH.
    At Peak and Berea, trains running via Valley City, twenty (20) MPH over switches.
    At Valley City, between Third Avenue and Sixth Avenue, trains will be operated at a careful and prudent speed, not greater than is reasonable and proper under conditions then existing.
    Between Jamestown and Fargo, via Valley City, on straight track, passenger trains sixty-five (65) MPH.
    At Jamestown, first class trains restricted speed between first crossover west of James River bridge and east crossover at Seventh Ave., N. E. (formerly Pitsburg Ave.).
17. **Clearance of Structures**—The following overhead bridges will not clear man on top of tender of engines Classes A, piled high with coal:

396	feet west of	MP 40	(Westward track)
482	feet west of	MP 43	(Westward track)
3815	feet west of	MP 59	
2017	feet west of	MP 63	(Low Line)
3556	feet west of	MP 63	
1248	feet west of	MP 67	
1433	feet west of	MP 69	(High Line and Low Line)
1586	feet west of	MP 70	(Main track and siding)

18. **Register Stations**—
    Dilworth.
    Fargo—For first class trains and passenger extras.
    Casselton—For trains to and from 4th Subdivision.
    Valley City—For trains originating and terminating, helper and switch engines.
    Sanborn—For trains to and from 5th Subdivision.
    Jamestown.
19. **Register Exceptions**—
    Dilworth—Through passenger trains will register by Form 608.
20. **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 Subdivision will not require clearance.

21. **Commercial Spurs—**

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

22. **Lap Sidings**—Sanborn, Spiritwood.

23. **Cross-Overs**—Dilworth, Moorhead, Fargo, Milwaukee Crossing, West Fargo, between West Fargo and Fife, 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 is eastward main track; third track is run-around 3; fourth track is run-around 4.
First Subdivision double track ends at cross-over opposite freight house. Normal position of cross-over switches is for eastward main track and yard lead.
When main tracks at passenger station are blocked, run-around 3 or 4 will be used, leaving main track switches lined for run-around.
Second Subdivision double track ends at Pipestem tower. Cross-over equipped with spring switch.
Engine herders are on duty 630 AM to 1030PM daily except Sunday to line routes for passenger trains and as far as practicable for other trains.

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 turned to ON position to release signal 947.
An eastward train unable to clear the time of an opposing 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**—North siding is westward siding. 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,** Whistle signal 14 (l) will not be sounded at street crossings within the city limits, except in case of emergency.

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 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. **Yard limits**—The tracks between yard limit signs west of Pipestem tower and east of Jamestown will be operated as one yard.

10. **Bridge and Engine Restrictions—**
At Jamestown.....Engines Class W or heavier not permitted on Mill spur beyond Games Coal Shed.
At Dawson .....Engines must not pass over coal dock hopper.
Bridges 94A and 94B, Jamestown Yard Lead .....Engines Classes Z-5, Z-6 and Z-7 ten (10) MPH.
All classes A engines and heavier not permitted on the following tracks:
At Jamestown—on south outgoing round house track; on cross-over from incoming round house track to through engine track; on south spur west of passenger station.
At Eldridge, Windsor, Cleveland, Medina, Crystal Springs, Steele, Driscoll, Sterling, McKenzie and Burleigh—elevator track.
At Medina—Mill spur and gravel pit track.

11. **Speed Restrictions—**
M. P. 97 to Jamestown, freight trains thirty (30) MPH. At Jamestown between first crossover west of James River Bridge and east crossover at Seventh Ave., N. E. (formerly Pittsburg Ave.) first class trains, restricted speed.
Between Bismarck and Jamestown, on straight track, passenger trains sixty-five (65) MPH.
At Bismarck, over street crossings 3rd to 12th streets, inclusive, passenger trains twenty (20) MPH; freight trains fifteen (15) MPH.
At Mandan between passenger station and east yard switch, twenty-five (25) MPH.

12. **Clearance of Structures**—Overhead Bridge, 4681 feet west of MP 124, three and one fourth miles west of Medina, will not clear man on top of tender of engines Classes A, piled high with coal.

13. **Maximum Grades—**
Windsor to Jamestown. Retaining valves must be used on eastward freight trains from automatic block signal 948 to Jamestown, as follows:
On trains of 2500 tons or less, use none.
On trains of 2500 tons to 3000 tons, use 10.
On trains of 3000 tons and over, use 15.
Retaining valve handles must be turned up to low pressure position (horizontal) at signal 948 before brakes on train are released, and not turned down until engine passes yard office on main track, or until train heads in on designated track in train yard. All eastward freight trains must stop at signal 948.
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 must observe caboose air gauge to insure proper air pressure being carried, in accordance with Transportation Rule 1069 and instructions contained in paragraph 8, page 79, of Air Brake Instruction Book No. 1.

14. **Register Stations—**
Jamestown. Mandan.

15. **Commercial Spurs—**

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

16. **Lap Sidings**—Cleveland, Medina, Steele, Burleigh.

17. **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 Independence,** trains may expect to find east leg of wye blocked with cars.
3. **At La Moure,** trains may expect to find west leg of wye blocked with cars.
4. **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.
5. **Doubling Tracks:**
   2½ miles east of Lisbon, capacity 26 cars, switch at east end.
   5 miles west of La Moure, capacity 14 cars, switch at west end.
6. **Bridge and Engine Restrictions—**
   Engines heavier than Class W-2 not permitted between Fargo and Edgeley. Engines heavier than Class Q-4 not permitted between Edgeley and Streeter.
   At La Moure engines must not pass over coal dock hopper.
7. **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-4, T and lighter, between Fargo and La Moure, forty (40) MPH; between La Moure and Edgeley, thirty (30) MPH; between Edgeley and Streeter, twenty-five (25) MPH.
8. **Register Stations.**
   Independence. La Moure. Streeter.
9. **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**—Freight trains twenty-five (25) MPH; passenger trains thirty (30) 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**—Freight trains twenty-five (25) MPH; passenger trains thirty (30) MPH.
5. **Register Stations—**
   Sanborn. McHenry.

SIXTH SUBDIVISION.
(JAMES RIVER AND OAKES BRANCH)

1. **At La Moure,** trains may expect to find west leg of wye blocked with cars.
2. **At Independence,** trains may expect to find east leg of wye blocked with cars.
3. **Pusher District.** Between Jamestown and one and one-half miles east.
4. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.

5. **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.
6. **Register Stations—**
   Jamestown. La Moure. Independence. Oakes.
7. **Commercial Spurs—**

	Miles from Oakes	Car Capacity
Singleton	4.3	9
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-5 not permitted.
   At Carrington engines must not pass over coal dock hopper.
3. **Speed Restrictions—**
   All trains with engines Classes W-3 and W-5, thirty (30) MPH.
   Freight trains with engines lighter than Class W-3, thirty-five (35) MPH.
   Motor cars, forty-five (45) MPH.
   Steam passenger trains with engines lighter than Class W-3, forty (40) MPH.
   At Carrington, between First St. South and Second St. North, all trains twenty-five (25) MPH.
   At Leeds, on G. N. transfer track, four (4) MPH.
4. **At Pingree,** between passenger station and 1000 feet west of 8th Subdivision junction switch; at **Carrington,** between passenger station and Soo line crossing; at **Oberon,** between passenger station and 1000 feet west of west wye switch, first class trains restricted speed.
5. **Register Stations—**
   Jamestown. Carrington. Oberon. Leeds.
   Pingree for first class trains.
6. **Clearance Exceptions—**
   At Pingree, trains from 8th subdivision will not require clearance if train order signal indicates proceed.

EIGHTH SUBDIVISION.
(WILTON BRANCH)

1. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.
   At Wilton, bridge over cattle pass, mine spur, must not be used by Northern Pacific engines.
2. **Speed Restrictions—**
   All trains with engines Classes W-3 and W-5, thirty (30) MPH.
   Freight trains with engines lighter than Class W-3, thirty-five (35) MPH.
   Motor cars, forty-five (45) MPH.
   Steam passenger trains with engines lighter than Class W-3, 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 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-2 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.
   At Oberon, six (6) MPH on wye tracks.
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 W-2 not permitted.
3. **Speed Restrictions**—Between McKenzie and Temvik, forty (40) MPH; between Temvik and Linton, thirty (30) MPH.
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. Normal position of east wye switch is for Mott branch.
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 M. P. 5 and M. P. 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

THIRTEENTH SUBDIVISION.

(MANDAN NORTH LINE)

1. **At Mandan**—All trains will protect against Second Subdivision trains between Passenger Station and Junction Switch.
2. **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.
   Private crossing 476 feet east of storage track switch must not be blocked.

3. **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. Slack bin over track 4.
   At Republic, Zap Colleries tipples.
   At Zap, loading docks on house and elevator tracks.
   At Kamins, Kamins tipple.
4. **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 farther 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 nor by tipple.
5. **Speed Restrictions**—Steam passenger trains, thirty-five (35) MPH.
   Motor cars, forty (40) MPH.
   Freight trains, twenty-five (25) MPH with W-3 or W-5 engines; with lighter engines, thirty (30) MPH.
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	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. 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 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.

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 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—
Main or branch line.....20 MPH.
Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 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".
Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.
Bridge or other restrictions applicable to these engines when in operating condition to be observed.
For engines coming from the shop, to prevent running hot, authorized maximum speed is:
All A and Q Classes.....35 MPH
All other classes.....30 MPH

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 such 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.

19. Transportation Rule 101 (A) is modified as follows: On the 4th, 9th, 10th and 13th Subdivisions, where there can be no other train following, protection may be provided in accordance with Transportation Rule 728 as modified in these special instructions, using fixed flags in place of flagman. When protection is provided under Rule 101 (A) or its modification, the first available section foreman must be notified, day or night, and full report must be made to the Superintendent by the first available means of communication. If any trains are met they must be stopped and notified of the conditions and location.

20. STANDARD TIME CLOCKS—

Dilworth, Telegraph office.
Fargo, Conductors' register room and dispatchers' office.
Jamestown, Passenger station and yard office.
Mandan, Telegraph office.
Carrington, Telegraph office.

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.
M. P. 43, west of Sheldon, Soo Line Crossing.

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 A-2, A-3, A-4		W-3 W-5		W-1 W-2		Q-1, Q-3, Q-4	SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-1 W-2		Q-1, Q-3, Q-4	
		Car Lm't	Tons	Car Lm't	Tons	Car Lm't	Tons	Tons			Tons	Car Lm't	Tons	
FIRST—Westward	Dilworth to Casselton			3600		2900		1908	THIRD—Eastward	Lisbon to Lisbon Spur	1500	Car Lm't	990	
	Casselton to Jamestown	4320								Lisbon Spur to Fargo				
FIRST—Eastward	Jamestown to Buffalo			5000		3950		2430	FOURTH—Westward	Casselton to Myra			2250	
	Buffalo to Dilworth	6000								Myra to Embden			1800	
THIRD—Westward	Fargo to Woods				Car Lm't		Car Lm't	Car Lm't		Embden to Lucca			1980	
	Woods to Leonard					3000		2250		Lucca to Eastedge			1710	
	Leonard to Lisbon					1500		1035		Kathryn to Hastings			1350	
	Lisbon to Independence					3000		2250		Hastings to Marion			2250	
	Independence to La Moure					1500		1035	FOURTH—Eastward	Marion to Kathryn			Car Lm't	
	La Moure to Berlin Spur					5400		3204		Kathryn to Eastedge			1125	
	Berlin Spur to Edgeley					1500		1035		Eastedge to Casselton			Car Lm't	
	Edgeley to Streeter					1900		1350	FIFTH—Westward	Sanborn to Hannaford			2700	
THIRD—Eastward	Streeter to Edgeley							1350		Hannaford to Hannaford Spur			1350	
	Edgeley to La Moure							2250		Hannaford Spur to McHenry			1980	
	La Moure to Independence					3000		2250	FIFTH—Eastward	McHenry to Shepard			1980	
	Independence to Englevale					2150		1287		Shepard to Hannaford			1350	
	Englevale to Lisbon					2300		1665		Hannaford to Sanborn			2700	
						1500		1035						

TONNAGE RATING—FREIGHT ENGINES—Continued.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE A-2, A-3, A-4	W-3 W-5	W-1 W-2	W	Q-1 Q-3 Q-4
		Tons	Tons	Tons	Tons	Tons
SECOND—Westward..	Jamestown to Windsor	2500	1800	1410	1300	920
	Windsor to Mandan	5700	4400	3500	3200	2290
SECOND—Eastward...	Mandan to Bismarck	3950	2550	2050	1875	1280
	Bismarck to Windsor	6000	4600	3600	3350	2290
	Windsor to Jamestown	Car Lm't	.....	.....	Down	Grade
SIXTH—Westward..	Oakes to Independence	.....	.....	2375	2185	1575
	LaMoure to Jamestown	.....	.....	3600	3250	2390
SIXTH—Eastward...	Jamestown to Reeves	.....	2300	1800	1650	1180
	Reeves to LaMoure	.....	.....	4000	3650	2620
	Independence to Oakes	.....	.....	5400	4900	3560
SEVENTH Westward..	Jamestown to Parkhurst	.....	1810	1440	1330	930
	Parkhurst to Edmunds	.....	3075	2400	2225	1300
	Edmunds to New Rockford	.....	.....	3450	3200	2290
	New Rockford to Leeds	.....	.....	1950	1810	1300
SEVENTH Eastward...	Leeds to Divide	.....	.....	2050	1900	1350
	Divide to Jamestown	.....	.....	4000	3650	2650
EIGHTH—Westward..	Pingree to Wilton	.....	2150	1700	1570	1120
EIGHTH—Eastward...	Wilton to Pettibone	.....	2400	2000	1900	1320
	Pettibone to Woodworth	.....	2275	1850	1700	1120
	Woodworth to Pingree	.....	5000	3800	3520	2530

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-3 W-5	W-1 W-2	W	Q-1 Q-3 Q-4
		Tons	Tons	Tons	Tons
NINTH—Westward..	Carrington to Sykeston	.....	3700	3350	2390
	Sykeston to Turtle Lake	.....	2520	2300	1660
NINTH—Eastward...	Turtle Lake to Denhoff	.....	2350	2200	1550
	Denhoff to Bowdon	.....	3700	3400	2450
	Bowdon to Carrington	.....	5000	4600	3300
ELEVENTH—Westward..	McKenzie to Linton	.....	.....	.....	1000
ELEVENTH—Eastward...	Linton to Hazleton	.....	.....	.....	1150
	Hazleton to McKenzie	.....	.....	.....	2700
TWELFTH Westward..	Mandan to Cannon Ball	.....	3150	2900	2080
	Cannon Ball to Mott	.....	2550	2350	1700
TWELFTH Eastward...	Mott to Mandan	.....	4600	4200	3000
THIRTEENTH Westward..	Mandan to Stanton	4900	4200	3750	2780
	Stanton to Golden Valley	3400	2750	2520	1800
	Golden Valley to Killdeer	2850	2300	2100	1500
THIRTEENTH Eastward...	Killdeer to Golden Valley	4600	3850	3550	2550
	Golden Valley to Mandan	5600	4700	4300	3100

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"	
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.....	19' 4"	19' 2"	18' 10"	18' 7"	18' 7"	18' 5"	17' 9"	16' 10"	20' 3"	11' 6"	Coal Dock Dawson
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 Min.	Time per Mile Sec.	Miles per Hour	Time per Mile Min.	Time per Mile Sec.	Miles per Hour
0	51	70.6	1	25	42.3
0	52	69.2	1	30	40
0	53	67.9	1	40	36
0	54	66.6	1	45	34.3
0	55	65.4	1	50	32.7
0	56	64.2	2	..	30
0	57	63.1	2	10	27.6
0	58	62	2	15	26.6
0	59	61	2	20	25.7
1	..	60	2	30	24
1	1	59	2	40	22.5
1	2	58	2	45	21.8
1	3	57.1	2	50	21.2
1	4	56.2	3	..	20
1	5	55.3	3	9	19
1	6	54.5	3	20	18
1	7	53.7	3	31	17
1	8	52.9	3	45	16
1	9	52.1	4	..	15
1	10	51.4	5	..	12
1	12	50	6	..	10
1	15	48	7	30	8
1	20	45	10	..	6

E. H. SHOWALTER, Asst. Supt.

J. J. MULROY, Trainmaster.

C. H. SCHUTT, Trainmaster.

H. W. McCAULEY, Trainmaster.

G. M. de LAMBERT, Trainmaster—Roadmaster.

R. N. ANDERSEN, Chief Dispatcher.