NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 6

In Effect at 12:01 A. M. Central War Time except Twelfth and Thirteenth Subdivisions, Mountain War Time.

Sunday, March 18, 1945

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

Employes whose duties are in any way affected by the Time Table must have a copy of The Current Special Instructions and Current Time Table with them on duty.

W. D. PEARCE,
Superintendent.

W. W. JUDSON,
General Manager.

C. V. BERGLUND,
General Superintendent of Transportation.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS.

1. **Speed Restrictions—**

Except as otherwise provided, passenger trains sixty (60) MPH, freight and mixed trains fifty (50) MPH.

J Manifest freight trains ..... 35 MPH.

All trains and engines:

Through crossovers, turnouts and gantlets ..... 15 MPH.

Handling steam wrecking cranes, pile drivers or locomotive cranes ..... 30 MPH.

Picking up train orders from operators ..... 30 MPH.

Engines— Classes—	Handling trains	Running light
All A and Q (except on passenger trains where higher speed is authorized)	60 MPH.	60 MPH.
Z-6, Z-7 and Z-8	60 MPH.	50 MPH.
Z-5, D-2, D-3, Y, Y-1, Y-3	40 MPH.	35 MPH.
Z-2, Z-3, Z-4, F-1	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2	50 MPH.	45 MPH.
S-10	45 MPH.	40 MPH.
Steam switch engines, without engine trucks, under all conditions	15 MPH.	15 MPH.
660 HP diesel-electric switch engines, Nos. 125 to 130 inc.	45 MPH.	45 MPH.
5400 HP diesel-electric road engines, Nos. 6000 to 6010 inc.	65 MPH.	65 MPH.
900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	60 MPH.	60 MPH.

Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8 ..... 50 MPH.
S-4, T, T-1, W to W-5 inc., Y-2 ..... 35 MPH.
Z-5, D-2, D-3, S-10, Y, Y-1, Y-3 ..... 30 MPH.
Z-2, Z-3, Z-4, F-1 ..... 25 MPH.

Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8 ..... 30 MPH.
Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc. ..... 25 MPH.
Z-2, Z-3, Z-4, F-1 ..... 20 MPH.

With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8 ..... 35 MPH.
Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc. ..... 30 MPH.
Z-2, Z-3, Z-4, F-1 ..... 25 MPH.

Branch Lines—With either or both main and side rods removed:

All A and Q classes ..... 25 MPH.
All other classes ..... 20 MPH.

On bridges—With either or both main and side rods removed:

Steam switch engines, without engine trucks ..... 15 MPH.
Other engines ..... 20 MPH.

In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified above for engines coming from shops under steam.

Diesel-electric, 660 HP Nos. 125 to 130 inc., when handled dead in train ..... 45 MPH.

Diesel-electric, other engines, when handled dead in train ..... 50 MPH.

Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges—general.

Except as otherwise provided, double header operation of engines of the same class carry the restrictions applicable to single headers of that class, and double headers of engines of different classes carry the restrictions applicable to single headers of the heavier class of the combination.

Double-Heading Restrictions—Engines, Classes A-2 to A-5 or Z-6 to Z-8 inclusive:

When necessary to use two such engines on freight trains, the second engine must be cut in at the middle or in the rear portion of the train. When such engines are used as helpers on passenger trains handled by engines of the same class, such helper engine must be placed on the rear of the train. When engines of these classes are used to double-head with engines of W or other A or Z classes, the A-2 to A-5 or Z-6 to Z-8 inclusive, must be the lead engine.

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

3. 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.

4. Transportation Rule D-97 applies to all divisions.

5. Transportation Rule 509(B): In complying with this rule the following must be observed—Where the Stop-and-Proceed signal is located at the leaving end of a siding, the Stop-indication may be due to an opposing train proceeding in the same block on an Approach-signal indication and every precaution consistent with train rights and the track ahead should be taken before proceeding, to insure safe movement through the block.

6. Transportation Rule 606: Emergency Signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

7. Transportation Rule 726 is modified to require that yellow signals will be placed one and one-fourth (1¼) miles instead of one mile distant from the location of slow track.

8. 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 and one-fourth (1¼) miles 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 special cases authorized by the superintendent, and protected by train order, the yellow signals will be placed as prescribed and the flagman will not be required except during fog, storms or otherwise bad weather.

9. When a siding is to be used temporarily as a main track, the switches will be set and locked for the siding and must 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. Spring Switches—

A train or engine stopping on a spring switch while trailing through and actuating the switch points must not make a reverse movement, or take slack until the switch has been operated by hand and it is known that switch points are in proper position for safe movement. When a train or engine moving in either direction is stopped by a signal governing movements over a

spring switch, the switch must be examined to make certain it is properly lined, locked or secured and that points fit.

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting train movement is evident, the switch must be operated by hand for the route. If switch is equipped with a facing point lock, it must not be lined and locked in normal position until after movement has been completed. If switch is not equipped with a facing point lock, it must be lined and locked in normal position after the leading wheels have passed the fouling point.

When moving against the current of traffic on double or three or more tracks, trains must stop and examine facing points of spring switches unless such switches are protected by signals.

Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch and signal continues to display Stop indication, after complying with above requirements movement must be made as provided by Rule 509(B).

12(a). Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed.

Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 30 miles per hour.

If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 30 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

13. 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.

Adequate protection must be given where crane or derrick booms foul adjacent tracks.

When trains are seen or known to be closely approaching and while passing on an adjacent track:—

Snow plows must not be operated to throw snow on passing trains;

Trains unloading ballast or other track material or operating spreaders, or other track equipment must stop;

Booms of cranes, ditchers or other similar equipment or other projecting parts of rotating machinery must be secured in position to clear adjacent track and operation stopped, unless properly protected.

14. 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 engineer will cooperate in making test.

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

15. 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.

16. Cranes, derricks, steam shovels, mining machinery, and spreaders etc., moving either on their own wheels or on cars, with or without booms attached, must be moved with boom or spreader wings trailing except when necessity requires otherwise.

17. ELECTRIC SWITCH LOCKS—To operate, open door of electric switch lock and, if indicator shows "proceed", move lock lever to the left, which will unlock switch and permit it to be opened. If indicator shows "stop", and conflicting train movement is not evident, open door of release box and push the push button. This will start operation of clockwork release which will run down in two minutes and, at the end of that time, indicator will show "proceed" and switch can be unlocked by moving lever to the left. Restore lock lever, close and lock doors of electric locks and release boxes when switches are restored to normal position.

18. BULLETIN STATIONS—

Dilworth—Yard office, Roundhouse.
Fargo—Conductor's Room, Headquarters Building.
Valley City—Passenger station.
Jamestown—Passenger station, Yard Office, Roundhouse.
Mandan—Yard Office, Roundhouse.
Carrington—Passenger Station.
Esmond—Passenger Station.

19. STANDARD TIME CLOCKS—

Dilworth—Telegraph Office.
Fargo—Conductors Room, Headquarters Building.
Train Dispatchers Office.
Jamestown—Passenger Station, Yard Office.
Mandan—Telegraph Office. Carrington—Telegraph Office.

20. WATCH INSPECTORS—

Moorhead	Henry Neubarth.
Fargo	E. W. Johnson.
Valley City	G. H. Toring.
Jamestown	H. G. Pickard.
Mandan	A. J. Henderson.
	I. T. Larson.
LaMoure	Wm. Isaacs.
Cooperstown	Allen's.
Carrington	E. J. Bestgen.
New Rockford	A. R. Hawkinson.

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.

FIRST SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Through Fargo and Moorhead, all trains shall be operated at a reasonable speed and with due care.

At West Fargo, engines classes W-3 and W-5 over both legs of wye	5 MPH.
Through Casselton	40 MPH.

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.

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.).

Passenger trains; between Fargo and Mile Post 39, located between Magnolia and Buffalo, on both tracks	65 MPH.
Between MP 39 and Buffalo, on both tracks	70 MPH.
Between Buffalo and Peak	70 MPH.
Between Peak and Jamestown	65 MPH.

2. **Bridge and Engine Restrictions—**

Bridge 64, Valley City viaduct	35 MPH.

Bridge 65.3 on Mill spur, Valley City, not safe for an engine.

At Dilworth and Koldok, engines must not pass over coal dock hopper.

At Dilworth, all A classes and heavier engines entering round house will use middle track; other engines use north track.

At Dalrymple, engines class W-3 and heavier not permitted on spur.

At Valley City, engines class W-3 and heavier not permitted on wye or transfer track.

At Jamestown, be governed by Second Subdivision restrictions.

Engines all A classes 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 and Quirk's spur.
Tower City, Industrial track, south side.
Peak, elevator track.
High Bridge, storage track.
Sanborn, Urbana, Spiritwood, Bloom, elevator track.

3. **At Fargo,** when westward main track is blocked between Broadway and 8th St., the run-around track may be used, leaving main line switches and switches for short four, lined for run-around track.

4. **At West Fargo,** trains setting out stock at Armour's must not block south chute of stock yard north of plant. Armour & Company close the gates at their plant each night which are locked with a standard switch lock. Any operation in or out of the plant must be closely watched to avoid breaking or damaging gates.

5. **At Fife,** trains may expect to find siding blocked at all times.

6. **At Buffalo,** the normal position of double track switch is for eastward track. Operators will handle.

   This switch is equipped with electric lock.

7. **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.

8. **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.

9. **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.

10. **At Urbana,** an overlap sign has been placed 1700 feet west of MP 85 on north side of main track. Eastward trains passing this sign will set all westward automatic block signals in stop position as far east as west switch at Eckelson.

11. **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.

12. **At Jamestown,** first track south of passenger station is westward main track; second track is eastward main track; third track is run-around 3. 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 will be used, leaving main track switches lined for run-around.

    Westward second class and inferior trains except passenger extras will stop east of and within 500 feet of first switch at east end of Jamestown Yard.

    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.

    When cars are left standing on yard tracks 6 to 14 inclusive, at any point east of yard office, a hand brake must be set on the car nearest the lead. In taking cars from these tracks it must be expected to find hand brakes set on one or more cars.

13. **Sidings—**

    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.

    At Sanborn, north siding is eastward; south siding is westward.

    At Spiritwood, north siding is eastward; south siding is westward.

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 Air Brake Rules 42 and 43, and instructions in Paragraph 3, Page 79 of Air Brake Instruction Book No. 1.

15. **Pusher Districts**—Between Koldok and Berea, via Valley City; between Jamestown and Bloom.

16. **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.

17. **Clearance of Structures**—The following overhead bridges will not clear man on top of tender of engines Classes A, piled high with coal:

    2017 feet west of MP 63 (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.

SECOND SUBDIVISION.

(MAIN LINE)

1. **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.

   Passenger trains; between Jamestown and Eldridge....65 MPH.
   Between Eldridge and Cleveland .....70 MPH.
   Between Cleveland and Don .....65 MPH.
   Between Don and Bismarck .....70 MPH.
   At Bismarck, over street crossings, 3rd to 12th streets inc.,
   Passenger trains .....20 MPH.
   Freight trains .....15 MPH.

   At Mandan, westward first class trains, between underpass at Sixth Avenue N. E., and passenger station.....Restricted speed.

2. **Bridge and Engine Restrictions—**

   Bridges 94A and 94B, Jamestown Yard Lead, engines classes Z-5, Z-6, Z-7 and Z-8.....10 MPH.

   At Jamestown, engines, all A classes and heavier are permitted to use the following tracks only:
   Yard Tracks 1, 2, 3 and 17, (other yard tracks may be used

when clearance permits, but only as directed by the yardmaster.

Through engine track between coal dock and west end of yard.

Roundhouse tracks, except south out going roundhouse track over and east of blow off pit, and cross over from incoming roundhouse track to through engine track west of coal dock.

Engine lead between roundhouse tracks and passenger station (south bridge track).

North spur west of passenger station.

Run around track 3.

Devils Lake Branch main track within yard limits.

JR&O main track within yard limits.

Wye—

At Jamestown, engines class W and heavier not permitted on Mill Spur beyond Game's Coal Shed.

Engines all A classes and heavier not permitted on the following tracks:

Elevator tracks at Eldridge, Windsor, Cleveland, Crystal Springs, Tappen, Steele, Driscoll, Sterling, McKenzie and Burleigh.

Medina, mill spur, gravel pit, elevator.

Dawson, old mill track.

At Dawson, engines must not pass over coal dock hopper.

At Bismarck, engines class W and heavier not permitted on Gas Company Spur. Class A and heavier permitted only on yard tracks 1 and 4 and on new ramp track. All engines heavier than Q-4 not permitted on Mill Spur or Standard Oil Company Spur.

3. **At Jamestown.** First track south of passenger station is westward main track; second track is eastward main track; third track is run-around 3.

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 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.

4. **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.

5. **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.

6. **At Tappen—**

An overlap sign has been placed just east of passenger station on north side of main track. Westward trains passing this sign will set all eastward automatic block signals in stop position as far west as the east switch at Dawson.

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

8. **At McKenzie—**

An overlap sign has been placed 2,000 feet east of the west switch on south side of main track and westward trains passing this sign will set all eastward automatic block signals in stop position as far west as the east switch at Burleigh.

9. **At Bismarck,** Whistle signal 14 (l) will not be sounded at street crossings within the city limits, except in case of emergency. When making station stop eastward trains will stop so engine is just west of 5th Street crossing. Westward trains will stop so engine is just east of 3rd Street crossing.

10. **At Mandan—**

When regular passenger trains meet, the eastward train will, unless otherwise instructed, use the passenger siding. When an eastward passenger train using the passenger siding is at the station when a westward passenger train arrives, the westward train will stop with its engine opposite the engine of the eastward train and not proceed until proceed signal is given by conductor of the eastward train or the yardmaster. If an eastward passenger train is approaching the passenger station and has not come to a stop, westward passenger trains will stop east of the east switch of the passenger siding and remain until the eastward train is stopped.

11. **Sidings—**

At Mandan, the first track south of passenger station is the main track, the second track is passenger train siding.

Windsor, north siding is westward; south siding is eastward.

Cleveland, north siding is westward; south siding is eastward.

Medina, north siding is eastward; south siding is westward.

Crystal Springs, north siding is eastward, south siding is westward.

Dawson, north siding is eastward; south siding is westward.

Steele, north siding is westward; south siding is eastward.

Burleigh, north siding is westward; south siding is eastward.

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 Air Brake Rules 42 and 43 and instructions contained in paragraph 3, page 79, of Air Brake Instruction Book No. 1.

14. **Pusher Districts.** Between Jamestown and Windsor, and between Mandan and Bismarck.

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

16. **Register Stations—**

Jamestown. Mandan.

THIRD SUBDIVISION.

(FARGO AND SOUTHWESTERN BRANCH)

1. **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.

2. **Bridge and Engine Restrictions—**
Engines heavier than Class W-2 not permitted between Fargo and Edgeley, except engines class W-5 permitted between La Moure and Independence. Engines heavier than Class Q-4 not permitted between Edgeley and Streeter.
At La Moure engines must not pass over coal dock hopper.

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

4. **At Independence,** trains may expect to find east leg of wye blocked with cars.

5. **At La Moure,** trains may expect to find west leg of wye blocked with cars.

6. **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.

7. **Doubling Tracks:**
5 miles west of La Moure, capacity 14 cars, switch at west end.

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. **Speed Restrictions**—Freight trains twenty-five (25) MPH; passenger trains thirty (30) MPH.

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

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

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

FIFTH SUBDIVISION.
(COOPERSTOWN BRANCH)

1. **Speed Restrictions—**
Between Sanborn and MP 31 between Hannaford and Shephard:
Freight trains ..... 25 MPH.
Passenger trains ..... 30 MPH.
Between MP 31 and passenger station McHenry:
All trains ..... 40 MPH.

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

3. **At Sanborn**—Train order signal does not govern Fifth Subdivision trains.

4. **At Hannaford**—G. N. Agent will handle interlocking plant.

5. **Register Stations—**
Sanborn. McHenry.

SIXTH SUBDIVISION.
(JAMES RIVER AND OAKES BRANCH)

1. **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.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.

3. **At La Moure,** trains may expect to find west leg of wye blocked with cars.

4. **At Independence,** trains may expect to find east leg of wye blocked with cars.

5. **Pusher District.** Between Jamestown and one and one-half miles east.

6. **Register Stations—**
Jamestown. La Moure. Independence. Oakes.

SEVENTH SUBDIVISION.
(DEVILS LAKE BRANCH)

1. **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. Eastward freight trains between Parkhurst and Jamestown, twenty-five (25) 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.

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.

At New Rockford, account crossing gates not in operation, all trains will move at reasonable speed and with due care.

2. **Bridge and Engine Restrictions—**
Engines heavier than Class W-5 not permitted.
At Carrington engines must not pass over coal dock hopper.

3. **At Jamestown,** between east switch of caboose track and passenger station, first class trains of the seventh subdivision will observe Transportation Rule 93 the same as is required of second class and inferior trains.

4. **Register Stations—**
Jamestown. Carrington. Oberon. 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. **Pusher District** between Jamestown and Parkhurst.

EIGHTH SUBDIVISION.
(WILTON BRANCH)

1. **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. Eastward freight trains between Woodworth and Pingree, twenty-five (25) MPH.
Motor cars, forty-five (45) MPH.
Steam passenger trains with engines lighter than Class W-3, forty (40) MPH.

2. **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.

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.

TELEPHONE CALLS—

Jamestown, Asst. Supt. Office	0 0 0
Jamestown, Freight Office	— —
Jamestown, Ticket Office	— 0
Jamestown Yard Office	0 0
Jamestown, Yard Telegraph Office	— 0 —
Jamestown, Roadmasters' Office	0 0 —
Buchanan	— 0 0 0 0
Pingree	— 0 0 0
Woodworth	0 — 0
Pettibone	— 0 0
Lake Williams	— — —
Robinson	0 0 0 0
Tuttle	0 —
Wing	0 — —
Regan	— — 0 0
Wilton	— — 0

NINTH SUBDIVISION.
(SYKESTON BRANCH)

1. **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.

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

3. **Register Stations**—
   Carrington. Turtle Lake.

TENTH SUBDIVISION.
(OBERON BRANCH)

1. **Speed Restrictions**—Twenty-five (25) MPH.
   At Oberon, six (6) MPH on wye tracks.

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

3. **Register Stations**—
   Oberon. Esmond.

ELEVENTH SUBDIVISION.
(LINTON BRANCH)

1. **Speed Restrictions**—Between McKenzie and Temvik, forty (40) MPH; between Temvik and Linton, thirty (30) MPH.

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

3. **At McKenzie**—Train order signal does not govern 11th Subdivision trains.

4. **Register Stations**—
   McKenzie. Linton.

TWELFTH SUBDIVISION.
(MANDAN SOUTH LINE)

1. **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.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.

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

4. **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.

5. **Register Stations**—
   Mandan. Mott.

THIRTEENTH SUBDIVISION.
(MANDAN NORTH LINE)

1. **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.

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 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.

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

4. **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 and first crossing east of depot must not be blocked.
   Examine all inside switches on mine tracks before using.

5. **At Hazen**, engine fires will not be cleaned or ash pan dumped while taking coal at coal dock.

6. **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, Dakota Colleries tipples.
   At Zap, loading dock on house track.

7. **Register Stations**—
   Mandan. Zap. Killdeer.

8. **Retaining Valves**—On eastward freight or mixed trains retaining valves must be used on grades, Truax to Hazen; handles to be turned up to low pressure (horizontal) position beginning at head car as follows:
   Trains of 8000 tons or over—20 retaining valves.
   Trains of 5000 to 8000 tons—15 retaining valves.
   Trains of 3000 to 5000 tons—10 retaining valves.
   Trains of less than 3000—No retaining valves.
   Retaining valve handles must not be turned up until air brakes are all released following the terminal test of brakes at Truax and must be turned down following the stopping of train at the east switch of the east leg of wye at Hazen.

9. **Telephone Calls**—

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

Note—Length of load 52 feet.
Heights and widths in table allow 9 inches clearance.

MAXIMUM CLEARANCES

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

		LIMIT OF LOAD MEASUREMENT 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′ 8″	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″	

Note—Length of load 52 feet.
Heights and widths in table allow 9 inches clearance.

MAXIMUM CLEARANCES—Continued.

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

		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″	
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″	

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

TONNAGE RATING—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE A-2, A-3, A-4, A-5 Tons	W-3 W-5 Tons	W-1 W-2 Tons	Q-1, Q-3, Q-4 Tons
FIRST—	Dilworth to Casselton	Car Lm't	Car Lm't	Car Lm't	2880
Westward..	Casselton to Jamestown	4320	3600	2900	1908
FIRST—	Jamestown to Bloom	3500	2500	1450	1000
Eastward..	Bloom to Buffalo	6000	5000	3950	2430
	Buffalo to Dilworth	Car Lm't	Car Lm't	Car Lm't	Car Lm't
THIRD—	Fargo to Woods	.....	.....	3000	2250
	Woods to Leonard	.....	.....	1500	1035
	Leonard to Lisbon	.....	.....	3000	2250
	Lisbon to Independence	.....	.....	1500	1035
Westward..	Independence to La Moure	.....	.....	5400	3204
	La Moure to Berlin Spur	.....	.....	1500	1035
	Berlin Spur to Edgeley	.....	.....	1900	1350
	Edgeley to Streeter	.....	.....	.....	1350
THIRD—	Streeter to Edgeley	.....	.....	.....	2250
	Edgeley to La Moure	.....	.....	3000	2250
Eastward...	La Moure to Independence	.....	.....	2150	1287
	Independence to Englevale	.....	.....	2300	1665
	Englevale to Lisbon	.....	.....	1500	1035

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-1 W-2 Tons	Q-1, Q-3, Q-4 Tons	
THIRD—	Lisbon to Lisbon Spur	1500	990	.....
Eastward...	Lisbon Spur to Fargo	Car Lm't	Car Lm't	.....
FOURTH—	Casselton to Myra	.....	2250	.....
	Myra to Embden	.....	1800	.....
	Embden to Lucca	.....	1980	.....
Westward..	Lucca to Eastedge	.....	1710	.....
	Kathryn to Hastings	.....	1350	.....
	Hastings to Marion	.....	2250	.....
FOURTH—	Marion to Kathryn	.....	Car Lm't	.....
Eastward...	Kathryn to Eastedge	.....	1125	.....
	Eastedge to Casselton	.....	Car Lm't	.....
FIFTH—	Sanborn to Hannaford	.....	2700	.....
Westward..	Hannaford to Hannaford Spur	.....	1350	.....
	Hannaford Spur to McHenry	.....	1980	.....
FIFTH—	McHenry to Shepard	.....	1980	.....
Eastward...	Shepard to Hannaford	.....	1350	.....
	Hannaford to Sanborn	.....	2700	.....

SUB-DIVISION	DISTRICT	CLASS OF ENGINE A-2, A-3, A-4, A-5 Tons	W-3 W-5 Tons	W-1 W-2 Tons	W Tons	Q-1 Q-3 Q-4 Tons
SECOND—	Jamestown to Windsor	2500	1800	1410	1300	920
Westward..	Windsor to Mandan	5700	4400	3500	3200	2290
SECOND—	Mandan to Bismarck	3950	2550	2050	1875	1280
Eastward...	Bismarck to Windsor	6000	4600	3600	3350	2290
	Windsor to Jamestown	Car Lm't	.....	.....	Down	Grade
SIXTH—	Oakes to Independence	.....	.....	2375	2185	1575
Westward..	LaMoure to Jamestown	.....	.....	3600	3250	2390
SIXTH—	Jamestown to Reeves	.....	2300	1800	1650	1180
Eastward...	Reeves to LaMoure	.....	.....	4000	3650	2620
	Independence to Oakes	.....	.....	5400	4900	3560
SEVENTH	Jamestown to Parkhurst	.....	1810	1440	1330	930
	Parkhurst to Edmunds	.....	3075	2400	2225	1300
Westward..	Edmunds to New Rockford	.....	.....	3450	3200	2290
	New Rockford to Leeds	.....	.....	1950	1810	1300
SEVENTH	Leeds to Divide	.....	.....	2050	1900	1350
Eastward...	Divide to Jamestown	.....	.....	4000	3650	2650
EIGHTH—						
Westward..	Pingree to Wilton	.....	2150	1700	1570	1120
EIGHTH—	Wilton to Pettibone	.....	2850	2400	2300	1320
	Pettibone to Woodworth	.....	2450	2000	1850	1120
Eastward...	Woodworth to Pingree	.....	5000	3800	3520	2530

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

R. W. DAVIS, Asst. Supt. **E. S. ULYATT,** Asst. Supt. **C. H. SCHUTT,** Trainmaster. **C. L. HARDING** Trainmaster. **G. M. de LAMBERT,** Trainmaster—Roadmaster. **R. N. ANDERSEN,** Chief Dispatcher.