

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **FARGO DIVISION**

---

# **Special Instructions No. 11**

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

**except**

**Twelfth, Thirteenth and Fourteenth Subdivisions,  
Mountain Standard Time.**

## **Sunday, April 1, 1956**

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

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

---

**D. H. KING,  
Superintendent.**

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

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

# ALL SUBDIVISIONS

## 1. Speed Restrictions—

### Maximum Speeds Permitted

Passenger trains .....	75 MPH.
Westward "B" and "BB" Manifests (603).....	55 MPH.
Other freight and mixed trains .....	50 MPH.

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

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 MPH must not be exceeded.

The definition of Restricted Speed as designated on Page 8 of the 1945 edition of the Consolidated Code of Operating Rules will continue to apply except where automatic block and interlocking rules and signals govern as specified above.

Reduce speed limits, within the zones listed, are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign.

If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed below for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise.....	15 MPH.
Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment .....	30 MPH.
Handling 4-wheel scale test cars { Main Line .....	35 MPH.
and scale test car 254..... } Branch Lines .....	25 MPH.
Picking up train orders from operators.....	30 MPH.

Engines— Classes—	Handling trains	Running light
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, Y and Y-1 .....	40 MPH.	35 MPH.
S-4, T, T-1, W to W-5 inc. and Y-2.....	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions.....	15 MPH.	15 MPH.
All other steam engines, backing up.....	30 MPH.	30 MPH.
(This restriction does not apply when engines are used as helpers not on head end of train.)		

Diesel-Electric engines—		
No. 98 .....	35 MPH.	35 MPH.
400 and 600 Series .....	45 MPH.	45 MPH.
No. 525 .....	60 MPH.	60 MPH.
100, 700 and 800 Series .....	60 MPH.	60 MPH.
Nos. 500, 501 and 522 to 569, inclu- sive .....	65 MPH.	65 MPH.
Nos. 550 and 551 .....	75 MPH.	65 MPH.
200, 6000, and 7000 Series except 244, 245 .....	65 MPH.	65 MPH.
6500, 6600, 6700 Series and 244, 245 .....	75 MPH.	65 MPH.
5400 Series .....	55 MPH.	55 MPH.

Diesel-electric and gas-electric motor cars, in service or being towed—		
Cars B-3, B-12 and B-13 .....	55 MPH.	
Cars B6, B11, B14 to B26, incl.....	65 MPH.	
Cars B30, and B40 .....	75 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 and Z-5.....	35 MPH.	
Y and Y-1 .....	30 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, S-4, T, T-1, W to W-5 inc., Y to Y-2 inc.....	25 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, S-4, T, T-1, W to W-5 inc., Y to Y-2 inc.....	30 MPH.

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

All A and Q classes .....	25 MPH.
All other classes steam engines.....	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 steam 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 for engines coming from shops under steam.

Diesel-electric engines may be handled dead in trains at not to exceed the authorized operating speed specified for such engines.

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.

Where there are no governing restrictions specified for double-headers in the special instructions for each subdivision, they will be governed by the most restrictive instructions applicable to a single engine when of the same class and to the heavier engine when of different classes. Where doubleheader restrictions are specified, doubleheaders of different classes of engines will be governed by the restrictions applicable to doubleheaders of the heavier class.

When necessary to doublehead a diesel-electric engine with a steam engine, except in case of emergency, the steam engine must be placed behind the diesel engine.

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

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

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.

Unit letters will be used in addition to engine numbers of all passenger and freight road diesels except Engines 6600 and 6601.

When two or more diesel units are coupled in multiple unit operation, the number of the leading unit only will be displayed in accordance with the provision of Rule 24 and used in train orders as prescribed by Rule 206.

Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5, inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.

**3. Use of Mars headlight on engines so equipped—**

The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required.

The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed.

The Mars red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight shall be extinguished, and the standard white headlight turned on dim until opposing train is into clear on siding.

The use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

**4. Rule 19, Figs. 2 to 9, inclusive and Rule 19(b) of the Consolidated Code of Operating Rules and General Instructions, Edition 1945, are supplemented as follows:**

"When the rear unit of a train is equipped with built-in electric markers, or electric signal lamps, they must be lighted by day and by night to be considered as markers, and the requirement for showing green to the front or direction of movement and green to the side will not apply.

"Train crews arriving at terminals must not extinguish the built-in markers, or electric signal lamps used as markers, until the train has been delivered to connecting crew or is clear of the main track and the switch is closed."

**5. Rule 6 (a) is modified to include the following variations of the letter "W" which indicate:**

**W** (full-faced type).....Water facilities for both steam and diesel power.

**W** (Capital type).....Water facilities for steam only.

**w** (Small type).....Water facilities for diesel power only.

**6. Rule 200—Lights will not be displayed by night on train order signals on the 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th and 14th Subdivisions. Trains will be governed by the day indication of these train order signals.**

**7. Rule D-97 applies to all subdivisions.**

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

**9. Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening.**

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

4-wheel scale test cars must be handled only in local freight trains. All scale test cars must be placed immediately ahead of caboose.

Instructions for handling Pile Drivers, Cranes, Derricks, Shovels, or similar equipment of the swinging or pivoting type, are as follows:

- (a) When such equipment is moved on their own wheels they shall be prepared and carded in accordance with current A.A.R. Loading Rules unless some condition exists which prevents those requirements being complied with.
- (b) Equipment properly prepared and carded may be moved at normal freight train speeds unless there is some condition that prevents it, and in that event the maximum permitted speed shall be noted on the waybill.
- (c) Such equipment when not prepared and carded shall be handled at speeds not to exceed 30 miles per hour.
- (d) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
- (e) Such equipment that is Company-owned that requires speed to be restricted shall be covered by a message to the train crew stating the maximum speed permitted.

When handling pile driver 25, it must be coupled to either the regular tender or a flat or gondola car with open end next to cab end of pile driver to provide proper clearance.

Open cars loaded with material which may shift, such as poles, pipe, timbers, etc., shall not be placed immediately next to diesel-electric engines nor to cabooses in trains.

**10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines. Trains handling logs must stop when being met or passed by passenger trains.**

**11. Locomotives and cars equipped with roller bearings shall not be allowed to stand alone without brakes being applied.**

Roller bearing failures on cars or locomotives equipped with roller bearing boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with a metal strap which must be cut off with chisel before plug can be removed. In case of a hot box, oil should be added and the plug replaced, train should proceed at reduced speed and care exercised until it is apparent the box is running cool.

**12. Electric Switch locks—Two types in service—To operate either type, unlock and open the door.**

On locks stenciled "Force Drop Lock", turn lock handle to the plate reading, "Move Lever Here And Wait For Unlock", then follow instructions in sections (a), (b), (c) and (d). On other electric locks, follow instructions in sections (a), (b), (c) and (d) after door is opened.

(a) If indicator shows proceed or "Unlocked":

Turn lock handle to left until it rests on stop block.

Line switch in usual manner and movement may be made at once.

(b) If indicator shows stop or "Locked" and no conflicting train movement is evident:

Unlock time release box (if provided) and push the button to start time release. After time release has completed operation, indicator will normally show proceed or "Unlocked".

Turn lock handle to left until it rests on stop block.

Line switch in usual manner and movement may be made at once.

(c) After final movement over switch is made:

Restore and lock switch in normal position.

Turn electric lock handle to right until it rests on stop block.

Close and lock doors of time release box (if provided) and electric lock.

(d) Exception—If indicator fails to show proceed or "Unlocked" after time release (if provided) has completed operation, and if electric lock is provided with emergency release located at left of indicator:

Remove wire seal and operate emergency release lever.

Wait three (3) minutes after operating emergency release lever, then line switch for movement in usual manner.

Immediately notify train dispatcher so he may call signal maintainer to reset emergency release, as signals will remain at stop until repairs made.

**13. Spring switches—**  
Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows red to an approaching train or engine a trailing point movement actuating the spring switch points must not be made.

Signal operation at spring switches equipped for switch key operation—The normal indication of main track signal is Proceed. The normal indication of siding signal is Stop. To clear the siding signal when train is ready to enter main track, insert switch key in control box and turn to right. If route is clear the siding signal will immediately clear.

If siding signal does not clear by switch key operation, open release box and push the button which will put the time release mechanism into operation. After time release has operated, the siding signal will clear if there is no conflicting train movement. The release box door must be left open until leading wheels of train on the siding have passed the siding signal, then close and lock the release box door. If the siding signal has been cleared and train on the siding is not ready to depart, if necessary to clear signals for a main track movement, open the release box door and push the button which will start the time release mechanism. After the time release mechanism has started to operate, close and lock the release box door.

When a train, light engine or any piece of equipment moves through a spring switch in such a manner as to throw the points, the conductor or a member of the crew shall observe if the signal governing movements in the opposite direction moves to the approach or the proceed position. If it remains in the stop position and there are no other train movements in evidence that would cause it to remain in that position, the dispatcher shall be notified from the nearest open telegraph office that the signal remained in the stop position and also, when practicable, the first opposing train cautioned.

**14. 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.
- Hazen—Passenger Station.

**15. Standard Time Clocks—**

- Dilworth—Telegraph Office.
- Fargo—Conductors Room, Headquarters Building.
- Train Dispatchers Office.
- Valley City—Telegraph Office.
- Jamestown—Passenger Station, Yard Office.
- Mandan—Telegraph Office. Turtle Lake—Telegraph Office.

**16. Watch Inspectors—**

- Moorhead ..... Henry Neubarth.
- Fargo ..... Hale Jewelry Co., 219 N. Broadway.
- Valley City ..... G. H. Toring.
- Jamestown ..... Boatright Jewelers.
- Mandan ..... A. J. Hendrickson. I. T. Larson.
- Wickham Jewelers.
- LaMoure ..... Wm. Isaacs.
- Cooperstown ..... Allen's.
- New Rockford ..... Hawkinson Jewelers.

**FIRST SUBDIVISION  
(MAIN LINE)**

**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted		
	Westward "B". "BB" Manifest (603)	Other Freight and Mixed	Passenger
<b>Both tracks—</b>			
Dilworth and Buffalo.....	55 MPH.	50 MPH.	75 MPH.
Against the current of traffic	49 MPH.	49 MPH.	59 MPH.
<b>Single track—</b>			
Buffalo and Peak .....	55 MPH.	50 MPH.	75 MPH.
Peak and MP 70 (Berea) both lines .....	55 MPH.	50 MPH.	65 MPH.
MP 70 and MP 95 (Bloom).....	55 MPH.	50 MPH.	75 MPH.

Zone—Between	Maximum Speeds Permitted		
	Westward "B". "BB" Manifest (603)	Other Freight and Mixed	Passenger
Bloom and Jamestown .....	55 MPH.	50 MPH.	75 MPH.
Against the current of traffic	49 MPH.	49 MPH.	59 MPH.
Except on curves between MP 98 and MP 99.....			55 MPH.

Through Fargo and Moorhead, all trains shall be operated at a reasonable speed and with due care.  
At West Fargo, engines A classes, W-3 and W-5 over both legs of wye ..... 5 MPH.  
Through Casselton ..... 40 MPH.  
At Valley City between Third Ave., N. E. and Second Ave., N. W., all trains shall be operated at a reasonable speed and with due care.

**2. Bridge and Engine Restrictions—**

- Bridge 64 Valley City Viaduct ..... 35 MPH.
- At Dilworth, engines must not pass over coal dock hopper.
- At Dilworth, A classes and heavier steam engines entering roundhouse will use middle track and when leaving will use middle or north track.
- At Dilworth, steam engines class W-3 and heavier, not permitted on Gantz pump-house spur.
- At Dalrymple, steam engines class W-3 and heavier not permitted on spur.
- At Valley City, steam engines class W-3 and heavier not permitted on wye or transfer track.
- At Jamestown, be governed by Second Subdivision restrictions. Steam engines, A classes and heavier, are permitted to use the following industry and yard tracks only:
- At Dilworth, wye, middle and north roundhouse tracks, south roundhouse track to coal dock, north caboose track.
- Westbound Yard, 1 to 6, incl., 9 and north lead.
- Eastbound Yard, 1 to 9 inclusive, south lead and lead at west end of eastbound yard.

- At Moorhead, G. N. transfer track.
- At Fargo, run-around, short four, yard tracks 5, 6 and 7 (except over scale); South Yard tracks 1, 2 and 3; wye, and New North Yard tracks 1, 2 and 3.
- At West Fargo, wye and on east and west end of house track; at Armour's, run-around and G. N. track to restricting sign north of fertilizer plant; north end of stockyard track to chutes; new storage tracks 1 and 2 to clearance point.
- At Union Yard, all tracks.
- At Casselton, G. N. transfer track.
- At Wheatland, storage track.
- At Valley City, stockyard track.
- At Berea, storage tracks 1 and 2.

3. Between crossover at east end of westbound yard, Dilworth, and Fargo, inferior trains may run ahead of Nos. 123 and 124 with the current of traffic without train order authority, avoiding delay to Nos. 123 and 124 to the greatest practicable extent.

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

During the time Nos. 137 and 139 are loading, second class and inferior westward trains and yard engines will use run-around track.

Switch leading to Third Subdivision is electrically locked. All trains, except first class trains, approach passenger station prepared to stop, expecting to find baggage trucks opposite baggage cars and standing foul of adjacent tracks.

5. 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.

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

7. At Buffalo, the normal position of double track switch is for eastward track. Operators will handle. This switch is equipped with electric lock.

Time of all trains applies at end of double track.

8. 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.

9. **Between Peak and Berea.**  
Dragging equipment detectors east and west of Bridge 64. For westward movements, the dragging equipment is located just west of automatic block signal 617, and the dragging equipment indicator light is on the mast of signal 629. For eastward movements, the dragging equipment device is located just east of automatic block signal 685, and the dragging equipment indicator light is on mast of signal 668.  
These dragging equipment detector indicator lights are a single light indicator (normally dark) mounted approximately five feet below the signal light indication. When something dragging from a train operates the device, the indicator light on the signal is illuminated, displaying the letter "D", in which case train must at once be brought to a STOP and INSPECTED for dragging equipment.  
Superintendent must be notified from first available point of communication.
10. **At Berea, junction switch is equipped with electric lock.** Westward trains passing a point 3400 feet east of signal 685 (High Line), or a point 1400 feet east of signal 687 (Low Line), and eastward trains passing a point 3200 feet west of signal 712, 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.  
Rule 19, Fig. 9, of the Consolidated Code of Operating Rules and General Instructions, Edition 1945, is modified as follows to indicate rear of westward train by night on main track east of junction switch when waiting to be passed by train on diverging line:  
Lights at AA as markers, showing green to the front and side and green to the rear on the side next to diverging line and red to the rear on the opposite side.
11. **At Valley City, within yard limits, Nos. 141 and 142 will observe Operating Rule 93 the same as is required of second class and inferior trains.**
12. **At Bloom, switch at end of double track is automatically operated dual control switch. Normal position is for westward track. Time of all trains applies at end of double track.**
13. **At Jamestown, Second Subdivision Instructions Govern.**
14. **Spring Switches—**  
Sanborn, at east end eastward siding, equipped with facing point lock and switch key signal operation.  
Eckelson, west end siding, equipped with facing point lock and switch key signal operation.
15. **Sidings—**  
At Valley City, siding east of the passenger station is the westward siding. Crossover switch just west of 2nd Ave., N.E., is west switch of the westward siding. Siding west of the passenger station is the eastward siding. Crossover switch just west of 5th Ave., N.W., is the west switch of the eastward siding.  
At Sanborn, south siding is eastward; north siding is westward.
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) between Peak and Valley City.  
1586 feet west of MP 70 (Main track and siding) Berea.
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.  
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—**

Zone—Between	Maximum Speeds Permitted		
	Westward "B", "BB" Manifest (603)	Other Freight	Passenger
Jamestown and MP 100			
(Eldridge) both tracks .....	55 MPH.	50 MPH.	75 MPH.
Against the current of traffic	49 MPH.	49 MPH.	59 MPH.
Except on curves between			
MP 94 and MP 96.....			55 MPH.
MP 100 Mandan .....	55 MPH.	50 MPH.	75 MPH.
At Bismarck, over street crossings, 3rd Street to 12th Street inc. ....	15 MPH.	15 MPH.	20 MPH.

At Mandan, westward first class trains, between underpass at Sixth Avenue N. E., and passenger station.....Restricted speed.
2. **Bridge and Engine Restrictions—**  
At Jamestown, steam engines class W and heavier not permitted on Mill Spur beyond Game's Coal Shed.  
At Bismarck, steam engines Class W and heavier not permitted on Gas Co. spur. Steam engines heavier than class T-1 not permitted on International Harvester Co. spur, mill spur and Standard Oil Co. spur.  
Steam engines, A classes and heavier, are permitted to use the following industry and yard tracks only:  
At Jamestown, yard tracks 1 to 6 inc. and 15. Switching leads at east and west ends of yard.  
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 8.  
Devils Lake Branch main track within yard limits.  
JR&O main track within yard limits and wye.  
Other yard tracks may be used when side clearance permits, but only as directed by the yardmaster.  
At Bismarck, Yard tracks 1, 2 and 4, ramp track, west yard lead and Marshall Oil Spur for distance of 250 ft. east of headblock.
3. **At Jamestown. First track south of passenger station is westward main track; second track is eastward main track; third track is run-around 8.**  
Between east switch of caboose track and passenger station First Class Trains of 7th Sub-division will observe Operating Rule 93 the same as is required of Second Class and inferior trains.  
When main tracks at passenger station are blocked, run-around 8 will be used, leaving main track switches lined for run-around.  
Eastward first subdivision freight trains crossing over from yard lead to main track may leave switches lined for crossover.  
Engine herder on duty 2:30 PM to 10:30 PM daily except Sunday to line routes as far as practicable for trains.  
Train Order Signal at passenger station governs eastward First Sub-division trains originating at Jamestown Yard only.

4. At Eldridge, switch at end of double track is an automatically operated dual control switch. Normal position is for the eastward track.  
Time of all trains applies at end of double track.
5. At Tappen—  
An overlap sign is located 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.
6. At Pierce—An overlap sign is located at MP 190 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 Bismarck.
7. At Bismarck, Whistle signal 14 (1) 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.
8. At Mandan—Yellowstone Division instructions govern.  
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.
9. Spring Switches—  
Jamestown, at west end yard westward main track switch to yard, not equipped with facing point lock.  
The normal position is for yard lead.  
Before making movement over this spring switch by trains or engines making eastward movement from main track into yard, the switch must be examined to make certain it is properly lined, locked or secured, and that points fit.  
Sterling, at east end of siding, equipped with facing point lock and switch key signal operation.  
Pierce, at east end of siding, equipped with facing point lock and switch key signal operation.  
Mandan, at east end of long lead, equipped with facing point lock.
10. Sidings—  
Windsor, north siding is westward; south siding is eastward.  
Medina, north siding is eastward; south siding is westward.  
Dawson, north siding is eastward; south siding is westward.  
At Mandan, the first track south of passenger station is the main track, the second track is passenger train siding.
11. 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.
12. Register Stations—  
Jamestown.  
Mandan.  
McKenzie for trains to and from Eleventh Subdivision.

### THIRD SUBDIVISION

#### (FARGO AND SOUTHWESTERN BRANCH)

1. Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted		
	Freight	Passenger	Motor
Fargo and LaMoure .....	40	45	45
LaMoure and Edgeley .....	30	45	45
Edgeley and Streeter .....	25	30	30

Diesel engine units over 248,000 lbs. restricted to 20 MPH between Edgeley and Streeter.

2. Bridge and Engine Restrictions—  
Steam engines heavier than Class W-2 not permitted between Fargo and Streeter, except engines class W-5 permitted between LaMoure and Independence.
3. At Fargo—Switch leading to First Subdivision is electrically locked.
4. At Fargo, within yard limits, Nos. 139 and 140 will observe Operating Rule 93 the same as is required of second class and inferior trains.
5. At Independence, trains may expect to find east leg of wye blocked with cars.
6. At La Moure, trains may expect to find west leg of wye blocked with cars.
7. At La Moure, within yard limits, Nos. 139 and 140 will observe Operating Rule 93 the same as is required of second class and inferior trains.
8. 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.
9. Yard Limits—The tracks between yard limit signs east and west of Edgeley Junction, at Edgeley, and between Edgeley Junction and Edgeley will be operated as one yard.
10. At Edgeley Junction, at Edgeley, and between Edgeley Junction and Edgeley, within yard limits, Nos. 139 and 140 will observe Operating Rule 93 the same as is required of second-class and inferior trains.
11. Sidings, except at Leonard and Lisbon will also be used as industrial tracks.
12. Register Stations.  
Independence. La Moure. Streeter.
13. 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—  

Zone—Between	Maximum Speeds Permitted		
MP 0 and MP 22 (Casselton and Lucca) .....	25		
MP 22 and MP 37 (Alice and Kathryn) .....	30		
MP 37 and MP 46 (Eastedge and Hastings) .....	25		
MP 46 and MP 60 (Kathryn and Marion) .....	20		
2. Bridge and Engine Restrictions—Steam 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.
5. Sidings, west of Casselton will also be used as industrial tracks.

### FIFTH SUBDIVISION

#### (COOPERSTOWN BRANCH)

1. Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted		
	Freight	Passenger	Motor
Sanborn and McHenry .....	40	40	45
Except:			
MP 3 and MP 15 (between Sanborn and Dazey) .....	20	30	30
Hannaford and MP 29 (between Hannaford and Shepard) .....	25	30	30

Diesel engine units over 248,000 lbs. restricted to 20 MPH between MP 3 and MP 15 between Sanborn and Dazey.
2. Bridge and Engine Restrictions—Steam engines heavier than Class Q-4 not permitted.
3. At Sanborn—Train order signal does not govern Fifth Subdivision trains.  
Yard limit sign does not apply on First Subdivision.

- At Hannaford—G. N. Agent will handle interlocking plant.
- Register Stations—  
Sanborn. McHenry.
- Sidings, except at Cooperstown and Hannaford will also be used as industrial tracks.

## SIXTH SUBDIVISION

### (JAMES RIVER AND OAKES BRANCH)

- Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted		
	Freight and mixed	Passenger	Motor
Jamestown and Oakes .....	40	40	

At Oakes, all trains, over street crossing between freight house and passenger station ..... 10 MPH.  
At Oakes, Chicago and Northwestern Railway and Northern Pacific Railway trains and engines have no time-table superiority and must proceed at Restricted Speed, within yard limits.
- Bridge and Engine Restrictions—Steam engines heavier than Class W-5 not permitted.
- At Jamestown, second subdivision instructions govern.
- Sidings at Glover, Dickey, Adrian and Montpelier will also be used as industrial tracks.
- Register Stations—  
Jamestown. La Moure. Independence. Oakes.

## SEVENTH SUBDIVISION

### (DEVILS LAKE BRANCH)

- Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted		
	Freight and Mixed	Steam	Motor
Jamestown and Leeds .....	40 MPH.	40 MPH.	45 MPH.
Diesels .....	40 MPH.		
Engines Classes W-3 and W-5 .....	30 MPH.	30 MPH.	
Steam engines Classes W-2 and Lighter .....	35 MPH.	35 MPH.	

At Carrington, between First St. South and Second St. North, all trains ..... 25 MPH.  
At Leeds, on G. N. transfer track ..... 5 MPH.  
At Pingree, Carrington and Oberon, within yard limits, first class trains will observe Operating Rule 93 the same as is required of second class and inferior trains.
- Bridge and Engine Restrictions—  
Steam engines heavier than Class W-5 not permitted.  
At Carrington engines must not pass over coal dock hopper.
- At Jamestown, Second Subdivision instructions govern.  
Between east switch of caboose track and passenger station, first class trains of the Seventh Subdivision will observe Operating Rule 93 the same as is required of second class and inferior trains.
- Register Stations—  
Jamestown. Carrington. Oberon. Leeds.  
Pingree for first class trains.
- Clearance Exceptions—  
At Pingree, trains from 8th subdivision will not require clearance if train order signal indicates proceed.
- Sidings at Buchanan, Edmunds, Guptill, Barlow New Rockford, Sheyenne, Lallie, Minnewaukan and Brinsmade will also be used as industrial tracks.

## EIGHTH SUBDIVISION

### (WILTON BRANCH)

- Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted		
	Freight	Passenger	Motor
Pingree and Wilton .....	40	40	45

Engines:  
Classes W3 and W5 ..... 30 30  
Classes W2 and lighter ..... 35 40
- Bridge and Engine Restrictions—Steam engines heavier than Class W-5 not permitted.
- Register Stations—  
Pingree. Wilton.
- Register Exceptions—At Pingree trains may register by Form 608 if operator is on duty.
- Clearance Exceptions—At Pingree, trains from Seventh Subdivision will not require clearance if train order signal indicates proceed.
- Sidings west of Pingree will also be used as industrial tracks.
- TELEPHONE CALLS—  

Jamestown, Trainmasters' Office .....	0	0	0
Jamestown, Freight Office .....	—	—	—
Jamestown, Ticket Office .....	—	0	—
Jamestown Yard Office .....	—	0	—
Jamestown, Yard Telegraph Office .....	—	0	—
Jamestown, Roadmasters' Office .....	—	0	—
Buchanan .....	—	0	0
Pingree .....	—	0	0
Goldwin Gravel Pit .....	—	—	—
Woodworth .....	0	—	—
Pettibone .....	—	0	—
Lake Williams .....	—	—	—
Robinson .....	0	0	0
Tuttle .....	—	0	—
Wing .....	0	—	—
Regan .....	—	—	0
Wilton .....	—	—	0

## NINTH SUBDIVISION

### (SYKESTON BRANCH)

- Speed Restrictions—  

Zone—Between	Maximum Speeds Permitted
	Freight
Carrington and Sykeston	30
Diesels .....	30
Engines:	
Class W, W1, and W2 .....	20
Classes Q4 and lighter .....	25
Sykeston and Denhoff	35
Diesels .....	35
Engines:	
Classes W2 and lighter .....	30
Denhoff and Turtle Lake	30
Diesels .....	30
Engines:	
Classes W, W1, and W2 .....	20
Classes Q4 and lighter .....	25

Diesel engine units over 248,000 lbs. restricted to 20 MPH between Carrington and Sykeston and between Denhoff and Turtle Lake.
- Bridge and Engine Restrictions—Steam engines heavier than Class W-2 not permitted.
- Register Stations—  
Carrington. Turtle Lake.
- Sidings west of Carrington will also be used as industrial tracks.

**TENTH SUBDIVISION  
(OBERON BRANCH)**

- Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Oberon and Esmond ..... 25  
At Oberon, on wye tracks ..... 5  
Diesel engine units over 248,000 lbs. restricted to 20 MPH.
- Bridge and Engine Restrictions—** Steam engines heavier than Class Q-4 not permitted.
- Register Stations—**  
Oberon. Esmond.
- Sidings west of Oberon will also be used as industrial tracks.

**ELEVENTH SUBDIVISION  
(LINTON BRANCH)**

- Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
McKenzie and Temvik ..... 40  
Temvik and Linton ..... 30  
Diesel engine units over 248,000 lbs. restricted to 20 MPH between Temvik and Linton.
- Bridge and Engine Restrictions—** Steam engines heavier than Class W-2 not permitted.
- At McKenzie—** Train order signal does not govern 11th Subdivision trains.  
Yard limit sign does not apply on Second Subdivision.
- Register Stations—**  
McKenzie. Linton.
- Sidings west of McKenzie will also be used as industrial tracks.

**TWELFTH SUBDIVISION  
(MANDAN SOUTH LINE)**

- Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Junction switch and MP 5 (west of Cannon Ball) ..... 35      35      40  
MP 5 and MP 9 ..... 25      25      25  
MP 9 and Mott ..... 35      35      40
- Bridge and Engine Restrictions—** Steam engines heavier than Class W-5 not permitted.
- At Mandan,** Yellowstone Division Instructions Govern.  
Between Junction Switch and the passenger station, Nos. 161 and 162 will observe Operating Rule 93 the same as is required of second class and inferior trains.
- 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.
- Register Stations—**  
Mandan. Mott.
- Sidings, except at Fort Rice, Cannon Ball and Elgin will also be used as industrial tracks.

**THIRTEENTH SUBDIVISION  
(MANDAN NORTH LINE)**

- Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Freight      Steam      Passenger Motor  
Junction Switch and MP 16 (between Harmon and Price) 25 MPH. 30 MPH. 45 MPH.  
MP 16 and MP 31 (between Sanger and Hensler) ..... 30 MPH. 35 MPH. 45 MPH.  
MP 31 and Stanton ..... 40 MPH. 40 MPH. 45 MPH.  
Stanton and Killdeer ..... 30 MPH. 35 MPH. 45 MPH.
- Bridge and Engine Restrictions—** Steam engines heavier than Class W-5 not permitted.  
At Hazen, Engines must not pass over coal dock hopper.  
At Beulah, engines must not pass under tipple tracks 2, 3 and 4.  
At Republic, engines must not pass under tipple.
- At Mandan—** Yellowstone Division Instructions Govern.  
Between Junction Switch and the passenger station Nos. 163 and 164 will observe Operating Rule 93 the same as is required of second class and inferior trains.
- 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.  
Examine all inside switches on mine tracks before using.
- At Hazen,** engine fires will not be cleaned or ash pan dumped while taking coal at coal dock.  
Siding designation will be from the east switch to the east cross-over switch. Trackage west of the east crossover will be used for storage of cars.
- 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 Collieries tipples.  
At Zap, loading dock on house track.
- Clearance Exceptions—** At Hazen, trains from Fourteenth Subdivision will not require clearance if train order signal indicates proceed.
- Register Stations—**  
Mandan. Hazen. Killdeer.
- Register Exceptions—** At Hazen, trains may register by Form 608 if operator is on duty.
- Sidings at Harmon, Beulah, Golden Valley, Dodge and Werner will also be used as industrial tracks.
- Telephone Calls—**  
Mandan Yard Office ..... 0 0  
Mandan, Telegraph Office ..... 0 0 0 0  
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 0  
Stanton ..... 0  
Hazen ..... 0  
Beulah ..... 0 0  
Zap ..... 0  
Golden Valley ..... 0  
Dodge ..... 0 0  
Halliday ..... 0 0  
Werner ..... 0 0  
Dunn Center ..... 0  
Killdeer ..... 0

# FOURTEENTH SUBDIVISION (TRUAX BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted  
 Zone—Between  
 Hazen and Truax .....  
 With engines classes W-3 or W-5 ..... **25 MPH.**  
 With lighter classes steam engines and Diesels.....**30 MPH.**
2. **Bridge and Engine Restrictions—**  
 Steam engines heavier than class W-5 not permitted.  
 At Truax, engines not permitted over scale or on tippie tracks.
3. **Clearance of Structures—**  
 At Truax, Truax-Traer tipples will not clear a man on top and/or on side of car.
4. **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.
5. **Register Stations—**  
 Hazen.
6. **Register Exceptions—**At Hazen, trains may register by Form 608 if operator is on duty.
7. **Clearance Exceptions—**At Hazen, trains from Thirteenth Sub-division will not require clearance if train order signal indicates proceed. At Truax, clearance not required.

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

## MAXIMUM CLEARANCES

	LIMIT OF LOAD MEASUREMENT HEIGHT ABOVE TOP OF RAIL										Governing Structure		
	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	
First Sub-division..... Dilworth to Jamestown.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Second Sub-division... Jamestown to Mandan.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Third Sub-division... Fargo to Streeter.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Fourth Sub-division... Casselton to Marion.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Fifth Sub-division... Sanborn to McHenry.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Sixth Sub-division... Oakes to Jamestown.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Seventh Sub-division.. Jamestown to Leeds.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Eighth Sub-division... Pingree to Wilton.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Ninth Sub-division... Carrington to Turtle Lake.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Tenth Sub-division... Oberon to Esmond.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Eleventh Sub-division. McKenzie to Linton.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Twelfth Sub-division.. Mandan to Mott.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Thirteenth Sub-division Mandan to Killdeer.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Fourteenth Sub-division Hazen to Truax.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	

NOTE—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 inches clearance.

NOTE—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 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' 6" Wide	11' 0" Wide	11' 6" Wide	12' 0" Wide	Max Height	Max Wide	Governing Structure
First Sub-division.... Dilworth to Jamestown.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Second Sub-division... Jamestown to Mandan.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Third Sub-division... Fargo to Streeter.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Fourth Sub-division... Casselton to Marion.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Fifth Sub-division... Sanborn to McHenry.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Sixth Sub-division... Oakes to Jamestown.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Seventh Sub-division.. Jamestown to Leeds.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Eighth Sub-division... Pingree to Wilton.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Ninth Sub-division... Carrington to Turtle Lake.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Tenth Sub-division... Oberon to Esmond.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Eleventh Sub-division. McKenzie to Linton.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Twelfth Sub-division.. Mandan to Mott.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Thirteenth Sub-division Mandan to Killdeer.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	
Fourteenth Sub-division Hazen to Truax.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"	

**GROUPING OF LOCOMOTIVES USED IN TONNAGE RATING TABLES**

	Diesel-Electric Locomotives	Diesel-Electric Locomotives
GROUP 1.	100-106 400-427 700-724 750 800-803	GROUP 5. 5400-5410 500-501 552-569 6007-6020 6050
GROUP 2.	107-126	GROUP 6. 525 850-863
GROUP 3.	550-551 6500-6513 6550 6600-6601	GROUP 7. 200-Series except 244, 245 7000-Series
GROUP 4.	6000-6006 6700-244 245	<b>STEAM ENGINE CLASSES</b> GROUP 8. "A" GROUP 9. W-3 & W-5 GROUP 10. W-1 & W-2 GROUP 11. W GROUP 12. Q-1, Q-3, & Q-4.

TONNAGE RATINGS OF DIESEL-ELECTRIC LOCOMOTIVES SHOWN PER UNIT.

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

**TONNAGE RATING—FREIGHT ENGINES.**

**GROUPS**

Sub-Division	DISTRICT	1	2	3	4	5	6	7	8	9	10	11	12
FIRST— Westward.....	Dilworth to Casselton.....	3100	3700	4100	5340	6375	8630	8215			Car Limit 1700	1550	1000
	Casselton to Peak.....	745	890	985	1350	1580	2070	1970	2850	2100	1700	1550	1000
FIRST— Eastward.....	Peak to Jamestown.....	940	1120	1240	1610	1900	2610	2485	4320	3600	2900	2600	1900
	Jamestown to Bloom.....	940	1120	1240	1900	1980	2610	2485	3500	2500	2100	1900	1200
SECOND— Westward.....	Bloom to Buffalo.....	1180	1420	1420	1900	1990	2610	2485	6000	5000	3950	3600	2400
	Buffalo to Dilworth.....		Car	Limit		Car	Limit			Car	Limit		
SECOND— Eastward.....	Jamestown to Windsor.....	680	810	900	1280	1450	1900	1810	2500	1600	1450	1200	800
	Windsor to Mandan.....	1530	1820	2020	2630	3240	4250	4050	5700	4400	3500	3200	2200
THIRD— Westward.....	Mandan to Bismarck.....	1275	1520	1680	2190	2700	3540	3370	3500	2500	1800	1650	1200
	Bismarck to Windsor.....	1990	2370	2620	3410	4200	5520	5250	6000	4600	3600	3350	2290
THIRD— Westward.....	Windsor to Jamestown.....		Car	Limit		Car	Limit			Car	Limit		
	Fargo to Woods.....	2580	3075	3410	4440	5480	7170	6825	xx	xx	.....	.....	.....
THIRD— Westward.....	Woods to Leonard.....	745	890	985	1280	1580	2070	1970	xx	xx	.....	.....	.....
	Leonard to Libson.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	.....	.....	.....

THIRD— Westward.....	Lisbon to Independence.....	630	750	830	1080	1330	1750	1670					
	Independence to LaMoure.....		Car	Limit			Limit			Car	Limit		
THIRD— Eastward.....	LaMoure to Edgeley.....	630	750	830	1080	1330	1750	1670	xx	xx	.....	.....	.....
	Edgeley to Streeter.....	1530	1820	2020	2630	3240	4250	4050	xx	xx	.....	.....	.....
THIRD— Eastward.....	Streeter to Independence.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	.....	.....	.....
	Independence to Lisbon.....	745	890	985	1280	1580	2070	1970	xx	xx	.....	.....	.....
FOURTH— Westward.....	Lisbon to Buttzville.....	630	750	830	1080	1330	1750	1670	xx	xx	.....	.....	.....
	Buttzville to Fargo.....		Car	Limit		Car	Limit			Car	Limit		
FOURTH— Westward.....	Casselton to Myra.....	2320	2760	3070	3990	4910	6440	6130	xx	xx	xx	xx	xx
	Myra to Embden.....	1070	1270	1410	1840	2260	2970	2830	xx	xx	xx	xx	xx
FOURTH— Eastward.....	Embden to Lucca.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	xx	xx	xx
	Lucca to Hastings.....	900	1070	1190	1550	1900	2500	2380	xx	xx	xx	xx	xx
FOURTH— Eastward.....	Hastings to Marion.....	1850	2200	2440	3170	3910	5130	4880	xx	xx	xx	xx	xx
	Marion to Kathryn.....	1850	2200	2440	3170	3910	5130	4880	xx	xx	xx	xx	xx
FIFTH— Westward.....	Kathryn to Eastedge.....	745	890	985	1280	1580	2070	1970	xx	xx	xx	xx	xx
	Eastedge to Casselton.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	xx	xx	xx
FIFTH— Westward.....	Sanborn to Hannaford.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	xx	xx	xx
	Hannaford to McHenry.....	900	1070	1190	1550	1900	2500	2380	xx	xx	xx	xx	xx

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—Continued.**

**GROUPS**

Sub-Division	DISTRICT	1	2	3	4	5	6	7	8	9	10	11	12
FIFTH— Eastward.....	McHenry to Shepard.....	900	1070	1190	1550	1900	2500	2380	xx	xx	xx	xx	.....
	Shepard to Hannaford.....	1010	1200	1330	1730	2130	2800	2670	xx	xx	xx	xx	.....
	Hannaford to Sanborn.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	xx	xx	.....
	Oakes to Independence.....	820	970	1080	1400	1730	2270	2160	xx	xx	.....	.....	.....
SIXTH— Westward.....	La.Moure to Jamestown.....	1530	1820	2020	2630	3240	4250	4050	xx	.....	.....	.....	.....
	Jamestown to Ypsilanti.....	820	970	1080	1400	1730	2270	2160	xx	.....	.....	.....	.....
	Ypsilanti to La.Moure.....	1530	1820	2020	2630	3240	4250	4050	xx	.....	.....	.....	.....
	Independence to Oakes.....	1140	1360	1500	1960	2410	3160	3010	xx	.....	.....	.....	.....
SEVENTH— Westward.....	Jamestown to Parkhurst.....	745	890	985	1280	1580	2070	1970	xx	1810	1440	1330	980
	Parkhurst to Edmunds.....	745	890	985	1280	1580	2070	1970	xx	3075	2400	2225	1300
	Edmunds to New Rockford.....	1310	1560	1730	2250	2770	3630	3460	xx	C. L.	3450	3200	2290
	New Rockford to Leeds.....	745	890	985	1280	1580	2070	1970	xx	C. L.	1950	1810	1300
EIGHTH— Westward.....	Pingree to Wilton.....	745	890	985	1280	1580	2070	1970	xx	2150	1700	1570	1120

22

EIGHTH— Eastward.....	Wilton to Pingree.....	745	890	985	1280	1580	2070	1970	xx	2450	2000	1850	1120
	Carrington to Sykeston.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	3700	3350	2390
	Sykeston to Turtle Lake.....	745	890	985	1280	1580	2070	1970	xx	xx	2520	2300	1660
NINTH— Eastward.....	Turtle Lake to Denhoff.....	745	890	985	1280	1580	2070	1970	xx	xx	2350	2200	1550
	Denhoff to Bowdon.....	900	1070	1190	1550	1900	2500	2380	xx	xx	3700	3400	2450
	Bowdon to Carrington.....	1310	1560	1730	2250	2770	3630	3460	xx	xx	5000	4600	3300
TENTH— Westward.....	Oberon to Esmond.....	1010	1200	1330	1730	2130	2800	2670	xx	xx	xx	xx	1300
	Esmond to Oberon.....	745	890	985	1280	1580	2070	1970	xx	xx	xx	xx	1300
	McKenzie to Linton.....	590	700	780	1010	1240	1630	1550	xx	xx	.....	.....	.....
ELEVENTH— Westward.....	Linton to Hazelton.....	745	890	985	1280	1580	2070	1970	xx	xx	.....	.....	.....
	Hazelton to McKenzie.....	1530	1820	2020	2630	3240	4250	4050	xx	xx	.....	.....	.....
	Mandan to Cannon Ball.....	3100	3700	4100	5340	6575	8630	8215	xx	xx	3150	2900	2080
TWELFTH— Westward.....	Cannon Ball to Mott.....	1070	1270	1410	1840	2260	2970	2830	xx	xx	2550	2350	1700
	Mott to Mandan.....	1850	2200	2440	3170	3910	5130	4880	xx	xx	4600	4200	3000

23

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

**TONNAGE RATING—FREIGHT ENGINES—Continued.**

Sub-Division	DISTRICT	GROUPS											
		1	2	3	4	5	6	7	8	9	10	11	12
THIR- TEENTH— Westward.....	Mandan to Stanton.....	2320	2760	3070	3990	4910	6440	6130	xx	4900	4200	3750	2780
	Stanton to Golden Valley.....	1530	1820	2020	2630	3240	4250	4050	xx	3400	2750	2520	1900
	Golden Valley to Killdeer.....	745	890	985	1280	1580	2070	1970	xx	2850	2300	2100	1500
THIR- TEENTH— Eastward.....	Killdeer to Golden Valley.....	1310	1560	1730	2250	2770	3630	3460	xx	4600	3850	3550	2550
	Golden Valley to Mandan.....	2300	2750	3070	4000	4900	6600	6500	xx	5600	4700	4300	3100
FOUR- TEENTH— Eastward.....	Truax to Hazen.....	Car Limit	Car Limit	Car Limit	Car Limit	Car Limit	Car Limit		xx	Car Limit	Car Limit		
	Hazen to Truax.....	1530	1820	2020	2630	3240	4250	4050	xx	2600	2100	1900	1400

**R. M. JOHNSON,**  
Asst. Supt.

**D. PEINOVICH,**  
Trainmaster.

**J. H. HERTOOG,**  
Trainmaster.

**P. M. DAVISON,**  
Trainmaster.

**H. W. JOHNSTONE,**  
Trainmaster-Readmaster.

**C. O. BRUSKRUD,**  
Chief Dispatcher.