

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 1

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

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

Tuesday, December 1, 1959

**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.**

**K. A. BOX,
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
"B", "BB", "BBB" and "F" Manifest trains.....	55 MPH
Other freight and mixed trains.....	50 MPH

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

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise.....	15 MPH
Handling wrecking cranes, pile drivers, locomotive cranes and similar equipment.....	30 MPH
Handling 4-wheel scale test cars and scale test car 254.....	{ Main Line 35 MPH Branch Lines..... 25 MPH
Handling air dump cars 89000 to 89059 series.....	35 MPH
Picking up train orders from operators.....	30 MPH
Handling dead diesel-electric engines other than NP and Tenant Lines.....	35 MPH
Handling loaded ore cars.....	40 MPH

Diesel-electric engines	Handling trains	Running light
No. 98	35 MPH	35 MPH
No. 99	50 MPH	50 MPH
No. 100	40 MPH	40 MPH
100 series, except No. 100.....	60 MPH	60 MPH
200 and 300 series, except Nos. 244 and 245	65 MPH	65 MPH
Nos. 244 and 245.....	75 MPH	65 MPH
400, 600 and 700 series.....	45 MPH	45 MPH
500, 501 and 552-569, incl.....	65 MPH	65 MPH
No. 525	60 MPH	60 MPH
Nos. 550-551	75 MPH	65 MPH
Nos. 800-803	60 MPH	60 MPH
850-860 series	65 MPH	65 MPH
900-911, 6000 and 7000 series.....	65 MPH	65 MPH
5400 series	55 MPH	55 MPH
6500, 6600 and 6700 series.....	75 MPH	65 MPH

Diesel-electric motor cars in service or being towed:

Car B-13	55 MPH
Cars B-6, B-11, B-15, B-16 and B-18 thru B-22 incl.....	65 MPH
Cars B-30, B-40 and B-41.....	75 MPH

Diesel-Electric Engines Handled Dead in Train—Diesel-electric engines or units may be handled dead in trains. The speed of such trains must not exceed the authorized operating speed specified for such engines or units.

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

All diesel-electric engines or units handled dead in freight train must be placed on head end of train within ten cars of road engine handling train, this to insure that brakes will release properly.

When handling diesel-electric units dead in train, bridge, speed and other restrictions must be observed, same as when in operating condition.

Diesel-Electric Engines Mixed Consist, Passenger and Freight—Multiple unit diesel-electric engines having consist of freight and passenger units: The passenger units must be placed in trailing position and speed restrictions for freight units observed, this to prevent damage to traction motors and reduce the danger of sliding wheels on freight units.

If the units of a consist are of different gear ratio, the engine must not be operated at speeds exceeding that of the unit having the lowest maximum permissible speed. Also, the overload short time rating of any unit in the consist must not be exceeded.

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

2. Heavy cars—Cars heavier than the following not permitted without authority of Superintendent:

30 ft. or less in length.....	210,000 Lbs.
Over 30 ft. long:	
First and Second Subdivisions.....	400,000 Lbs.
Sixth Subdivision	300,000 Lbs.
All other Subdivisions.....	210,000 Lbs.

In weed spraying trains, when tank cars having a capacity of over 13,000 gallons are used, they should be separated from each other by a car of lesser capacity.

3. Rule 200—Lights will not be displayed 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.
4. Rule 607—Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
5. 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.

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

Four-wheel scale test cars must be handled only in local freight trains. Exception:—If there is no local service available, these cars may be handled in dead freights which must be governed by speed restrictions for the handling of four-wheel scale test cars shown under Item 1. All scale test cars must be placed immediately ahead of caboose.

Air dump cars, series 89000-89059, will be handled only in work trains and local trains when available. If local trains not available, cars may be handled on the rear of other trains, at a speed not to exceed 35 MPH.

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.
6. 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.
 7. Roller bearing failures on cars or engines 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 cases 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.

8. **Spring Switches—**
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
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.
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
9. **Bulletin Stations—**
Dilworth—Yard office, Roundhouse.
Fargo—Conductor's Room, Headquarters Building.
Valley City Freight—Freight Office.
Jamestown—Passenger station, Yard Office, Roundhouse.
Mandan—Yard Office, Roundhouse.
Carrington—Passenger Station.
Esmond—Passenger Station.
Hazen—Passenger Station.
10. **Standard Time Clocks—**
Dilworth—Telegraph Office.
Fargo—Conductors Room, Headquarters Building.
Train Dispatchers Office.
Valley City Freight—Freight Office.
Jamestown—Passenger Station, Yard Office, Roundhouse.
Mandan—Telegraph Office. Turtle Lake—Telegraph Office.
11. **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.
LaMoure.....Wm. Isaacs.
Cooperstown.....Allen's.
New Rockford.....Hawkinson Jewelers.

FIRST SUBDIVISION (MAIN LINE)

1. **Speed Restrictions—**
Maximum Speeds Permitted
Zone—Between Freight and Mixed Passenger
Dilworth and Jamestown
Against the current of traffic on double track 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.
Through Casselton40 MPH
2. **Bridge and Engine Restrictions—**
Bridge 64, Valley City Viaduct.....35 MPH
At Jamestown, be governed by Second Subdivision restrictions.
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 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.
Time of all trains applies at end of double track.
7. **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.
8. **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.
9. **At Jamestown,** Second Subdivision Instructions Govern.
10. **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.
11. **Sidings—**
At Sanborn, south siding is eastward; north siding is westward.
12. **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.
13. **Register Stations—**
Dilworth.
Fargo—For first class trains and passenger extras.
Casselton—For trains to and from 4th Subdivision.
Valley City Freight—For trains originating and terminating.
Sanborn—For trains to and from 5th Subdivision.
Jamestown.
14. **Register Exceptions—**
Dilworth—Through passenger trains will register by Form 608
15. **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	
	Freight	Passenger
Jamestown and Mandan		
Against the current of traffic		
on double track	49 MPH	59 MPH
Except on curves between		
MP 94 and MP 96.....		55 MPH
At Bismarck, over street crossings,		
3rd to 12th Streets, inc.....	15 MPH	20 MPH
Train No. 3 passing over Airport Road....		20 MPH
At Mandan westward first class trains between underpass at 6th Avenue NE and passenger station.....	Restricted speed.	
2. **At Jamestown.** First track south of passenger station is westward main track; second track is eastward main track; third track is run-around 3.
 Between east switch of caboose track and passenger station First Class Trains of 7th Subdivision will observe Operating Rule 93 the same as is required of Second Class and inferior trains.
 Train Order Signal at passenger station governs eastward First Subdivision trains originating at Jamestown Yard only.
3. **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.
4. **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.
5. **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.
6. **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, Trains Nos. 1 and 3 must not block 3rd street crossing and Train No. 4 must not block 5th street crossing.
7. **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.
8. **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.

9. **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.
10. **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 and Passenger	Motor
Fargo and Edgeley	40 MPH	50 MPH
Edgeley and Streeter	25 MPH	30 MPH

Diesel engine units over 248,000 lbs. restricted to 20 MPH between Edgeley and Streeter.
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
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—** Maximum Speeds Permitted
Zone—Between
MP 0 and MP 22 (Casselton and Lucca).....25 MPH
MP 22 and MP 37 (Alice and Kathryn).....30 MPH
MP 37 and MP 46 (Eastedge and Hastings).....25 MPH
MP 46 and MP 60 (Kathryn and Marion).....20 MPH
Diesel Units over 248,000 lbs. restricted to 20 MPH between Hastings and Marion.
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
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—** Maximum Speeds Permitted
Zone—Between Freight and Passenger Motor
Sanborn and McHenry40 MPH 45 MPH
Except:
Hannaford and MP 29 (between Hannaford and Shepard).....25 MPH 30 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
3. **At Sanborn—**Train order signal does not govern Fifth Subdivision trains.
Yard limit sign does not apply on First Subdivision.
4. **At Hannaford—**G. N. Agent will handle interlocking plant.
5. **Register Stations—**
Sanborn. McHenry.
6. Sidings, except at Cooperstown and Hannaford will also be used as industrial tracks.

SIXTH SUBDIVISION

(JAMES RIVER AND OAKES BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Jamestown and Oakes40 MPH
At Oakes, all trains, over street crossing between freight house and passenger station10 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.
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
3. **At Jamestown,** second subdivision instructions govern.
4. Sidings at Glover, Dickey, Adrian and Montpelier will also be used as industrial tracks.
5. **Register Stations—**
Jamestown. La Moure. Independence. Oakes.

SEVENTH SUBDIVISION

(DEVILS LAKE BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight and Passenger Motor
Jamestown and Leeds 40 MPH 45 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 re-
quired of second class and inferior trains.
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **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.
4. **Register Stations—**
Jamestown. Carrington. Oberon. Leeds.
Pingree for first class trains.
5. **Clearance Exceptions—**
At Pingree, trains from 8th Subdivision will not require clear-
ance if train order signal indicates proceed.
6. Sidings at Buchanan, Edmunds, Gupitill, Barlow, New Rockford,
Sheyenne, Lallie, Minnewaukan and Brinsmade will also be used
as industrial tracks.

EIGHTH SUBDIVISION

(WILTON BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight and Passenger Motor
Pingree and Wilton 40 MPH 45 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **Register Stations—**
Pingree. Wilton.
4. **Register Exceptions—**At Pingree trains may register by Form
608 if operator is on duty.
5. **Clearance Exceptions—**At Pingree, trains from Seventh Sub-
division will not require clearance if train order signal indicates
proceed.
6. Sidings west of Pingree will also be used as industrial tracks.

NINTH SUBDIVISION

(SYKESTON BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Carrington and Sykeston 30 MPH
Sykeston and Denhoff 35 MPH
Denhoff and Turtle Lake 30 MPH
Diesel engine units over 248,000 lbs. restricted to 20 MPH be-
tween Carrington and Sykeston and between Denhoff and Turtle
Lake.
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **Register Stations—**
Carrington. Turtle Lake.
4. Sidings west of Carrington will also be used as industrial tracks.

TENTH SUBDIVISION

(OBERON BRANCH)

1. **Speed Restrictions—**
Zone—Between
Oberon and Esmond 25 MPH
At Oberon, on wye tracks 5 MPH
Diesel engine units over 248,000 lbs. restricted to 20 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **Register Stations—**
Oberon. Esmond.
4. Sidings west of Oberon will also be used as industrial tracks.

ELEVENTH SUBDIVISION

(LINTON BRANCH)

1. **Speed Restrictions—**
Zone—Between
McKenzie and Temvik 40 MPH
Temvik and Linton 30 MPH
Diesel engine units over 248,000 lbs. restricted to 20 MPH between Temvik and Linton.
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **At McKenzie—**Train order signal does not govern 11th Subdivision trains.
Yard limit sign does not apply on Second Subdivision.
4. **Register Stations—**
McKenzie. Linton.
5. Sidings west of McKenzie will also be used as industrial tracks.

TWELFTH SUBDIVISION

(MANDAN SOUTH LINE)

1. **Speed Restrictions—**
Zone—Between
Junction Switch and Mott 30 MPH 40 MPH
Except:
MP 5 and MP 9 (between Cannon Ball and Solen) 25 MPH 25 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **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.
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.
6. Sidings, except at Fort Rice, Cannon Ball and Elgin, will also be used as industrial tracks.

THIRTEENTH SUBDIVISION

(MANDAN NORTH LINE)

1. **Speed Restrictions—**
Zone—Between
Junction Switch and MP 21
(Between Mandan & Sanger) 35 MPH 40 MPH 45 MPH
MP 21 and MP 31
(Between Price & 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
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **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.
4. **At Hazen,** siding designation will be from the east switch to the east crossover switch. Trackage west of the east crossover will be used for storage of cars.
5. **At Beulah,** examine all inside switches on mine tracks before using. Engines must not pass under tippie tracks 2, 3 and 4. Tipples, slack bin over track 4 and car pullers between tippie tracks will not clear man on top and/or side of car.
Switch leading from west end No. 1 storage track to mine lead shows clear when set for lead. West switch of crossover 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.
6. **At Republic,** examine all inside switches on mine tracks before using. Engines must not pass under tippie. Tippie will not clear a man on top and/or side of car.
7. **Clearance Exceptions—**At Hazen, trains from Fourteenth Subdivision will not require clearance if train order signal indicates proceed.
8. **Register Stations—**
Mandan. Hazen. Killdeer.
9. **Register Exceptions—**At Hazen, trains may register by Form 608 if operator is on duty.
10. Sidings at Harmon, Beulah, Golden Valley, Dodge and Werner will also be used as industrial tracks.

FOURTEENTH SUBDIVISION

(TRUAX BRANCH)

1. **Speed Restrictions—**
Zone—Between
Hazen and Truax 30 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges 15 MPH
3. **At Truax,** tipples will not clear a man on top and/or on side of car. Engines not permitted over scale or on tippie tracks.
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.

NOTE—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 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									
	10' 0" Wide or Less	10' 6" Wide	11' 0" Wide	11' 6" Wide	12' 0" Wide	Maximum Height	Maximum Width	Governing Structure	
All Sub-Divisions, except Twelfth Sub-Division.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	12' 0"		
Twelfth Sub-division..... Mandan to Mott.....	20' 6"	20' 5"	20' 4"	20' 2"	20' 0"	20' 6"	12' 0"		

TONNAGE RATINGS PER UNIT—DIESEL-ELECTRIC LOCOMOTIVES

FARGO DIVISION		UNIT NUMBERS						
SUBDIVISION	DISTRICT	99-106 400-427 700-724 750 800-803	107-177	550-551 6500-6513 6550 6600-6601	244-245 6700 Series 6900-6006	5400-5410 500-501 552-569 6007-6020 6050	900 Series 525 850-863	200 Series 300 Series and 7000 Series Except 244-245
First Westward	Dilworth to Casselton.....	3100	3700	4100	5340	6575	8030	8215
	Casselton to Peak.....	745	890	985	1350	1780	1740	1940
	Peak to Jamestown.....	940	1120	1240	2490	3260	3180	3550
First Eastward	Jamestown to Bloom.....	940	1120	1240	1900	2200	2430	2700
	Bloom to Buffalo.....	1180	1420	1420	2790	3690	3560	3970
	Buffalo to Dilworth.....	Car	Limit	Car	Limit	Car	Limit
Second Westward	Jamestown to Windsor.....	680	810	900	1280	1450	1750	1810
	Windsor to Mandan.....	1590	1820	2020	2630	3240	3950	4050
	Mandan to Bismarck.....	1275	1520	1680	2190	2500	2600	2700
Second Eastward	Bismarck to Windsor.....	1990	2370	2620	3410	4200	5020	5250
	Windsor to Jamestown.....	Car	Limit	Car	Limit	Car	Limit

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Third Westward	Fargo to Woods.....	2580	3075	3210	3300	4300	4270	4700
	Woods to Leonard.....	745	890	985	1350	1780	1740	1940
	Leonard to Lisbon.....	1310	1560	1730	3300	4300	4200	4700
Third Eastward	Lisbon to Independence.....	630	750	830	1350	1780	1740	1940
	Independence to LaMoure.....	Car	Limit	Car	Limit	Car	Limit
	LaMoure to Edgeley.....	630	750	830	1140	1510	1470	1650
Fourth Westward	Edgeley to Streeter.....	940	1120	1240	1350	1780	1740	1940
	Streeter to Independence.....	1310	1560	1730	2160	2860	2760	3080
	Independence to Buttzville.....	900	1070	1190	1550	1900	2180	2380
Fourth Eastward	Buttzville to Fargo.....	Car	Limit	Car	Limit	Car	Limit
	Casselton to Myra.....	2320	2760	3070	3990	4910	5940	6130
	Myra to Embden.....	1070	1270	1410	1840	2260	2670	2830
Fourth Westward	Embden to Luca.....	1310	1560	1730	2250	2770	3130	3460
	Luca to Hastings.....	900	1070	1190	1550	1900	2180	2380
	Hastings to Marion.....	1850	2200	2440	3170	3910	4680	4880
Fourth Eastward	Marion to Kathryn.....	1850	2200	2440	3170	3910	4680	4880
	Kathryn to Eastedge.....	745	890	985	1280	1580	1770	1970
	Eastedge to Casselton.....	1310	1560	1730	2250	2770	3160	3460

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TONNAGE RATINGS PER UNIT—DIESEL-ELECTRIC LOCOMOTIVES

SUBDIVISION	DISTRICT	UNIT NUMBERS						
		99-106 400-427 700-724 750 800-803	107-177	550-551 6500-6513 6550 6600-6601	244-245 6700 Series 6000-6006	5400-5410 500-501 552-569 6007-6020 6050	900 Series 525 850-863	200 Series 300 Series and 7000 Series Except 244-245
Fifth Westward	Sanborn to Hannaford.....	1310	1560	1730	2160	2860	2760	3080
	Hannaford to McHenry.....	900	1070	1190	1710	2250	2200	2450
Fifth Eastward	McHenry to Hannaford.....	1010	1200	1330	2790	3690	3560	3970
	Hannaford to Sanborn.....	1310	1560	1730	3300	4300	4200	4700
Sixth Westward	Oakes to Independence.....	820	970	1080	1480	1950	1900	2130
	LaMoure to Jamestown.....	1530	1820	2020	2070	2720	2650	2950
Sixth Eastward	Jamestown to Ypsilanti.....	820	970	1080	1400	1730	1970	2160
	Ypsilanti to LaMoure.....	1530	1820	2020	2630	3240	3850	4050
Seventh Westward	Independence to Oakes.....	1140	1360	1500	1960	2410	2860	3010
	Jamestown to Parkhurst.....	745	890	985	1350	1780	1740	1940
	Parkhurst to Edmunds.....	940	1120	1240	1960	2480	2430	2700
	Edmunds to New Rockford.....	1310	1560	1730	2250	2770	3160	3460
	New Rockford to Leads.....	745	890	985	1350	1780	1740	1940

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Seventh Eastward	Leads to New Rockford.....	745	890	985	1350	1780	1740	1940
	New Rockford to Jamestown.....	900	1070	1190	1790	2130	2400	2670
Eighth Westward	Pingree to Wilton.....	745	890	985	1350	1780	1740	1940
Eighth Eastward	Wilton to Pingree.....	745	890	985	1350	1780	1740	1940
Ninth Westward	Carrington to Sykeston.....	1310	1560	1730	2250	2770	3160	3460
	Sykeston to Turtle Lake.....	745	890	985	1280	1580	1770	1970
Ninth Eastward	Turtle Lake to Denhoff.....	745	890	985	1280	1580	1770	1970
	Denhoff to Bowdon.....	900	1070	1190	1550	1900	2180	2380
	Bowdon to Carrington.....	1310	1560	1730	2250	2770	3160	3460
Tenth Westward	Oberon to Esmond.....	1010	1200	1330	1730	2130	2400	2670
Tenth Eastward	Esmond to Oberon.....	745	890	985	1280	1580	1770	1970
Eleventh Westward	McKenzie to Linton.....	590	700	780	1350	1780	1740	1940
	Linton to Hazelton.....	745	890	985	1280	1580	1740	1970
Eleventh Eastward	Hazelton to McKenzie.....	1530	1820	2020	2630	3240	3850	4050
Twelfth Westward	Mandan to Cannon Ball.....	3100	3700	4100	5340	6575	7830	8215
	Cannon Ball to Mott.....	1070	1270	1410	1840	2260	2670	2830

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TONNAGE RATINGS PER UNIT—DIESEL-ELECTRIC LOCOMOTIVES

FARGO DIVISION		UNIT NUMBERS						
SUBDIVISION	DISTRICT	99-106 400-427 700-724 750 800-803	107-177	550-551 6500-6513 6550 6600-6601	244-245 6700 Series 6000-6006	5400-5410 500-501 552-569 6007-6020 6050	900 Series 525 850-863	200 Series and 300 Series 7000 Series Except 244-245
Twelfth Eastward	Mott to Mandan.....	1850	2200	2440	3170	3910	4530	4880
Thirteenth Westward	Mandan to Stanton.....	2320	2780	3070	3990	4910	5940	6130
	Stanton to Golden Valley.....	1530	1820	2020	2630	3240	3850	4050
	Golden Valley to Killdeer.....	745	890	985	1280	1580	1770	1970
Thirteenth Eastward	Killdeer to Golden Valley.....	1310	1560	1730	2250	2770	3160	3460
	Golden Valley to Mandan.....	2300	2750	3070	4000	4900	6000	6500
Fourteenth Westward	Hazen to Truax.....	1530	1820	2020	2630	3240	3850	4050
Fourteenth Eastward	Truax to Hazen.....		Car Limit	Car Limit	Car Limit	Car Limit	Car Limit

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

R. M. JOHNSON,
Asst. Supt.
J. C. BERGMAN,
Trainmaster.

H. W. JOHNSTONE,
Trainmaster.
L. M. BARHAN,
Trainmaster-Roadmaster.

J. H. HERTOG,
Trainmaster.
H. C. FREDRICKSON,
Chief Dispatcher.