

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 2

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

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

Sunday, May 20, 1962

**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.**

**W. W. WALTERS,
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 pile drivers 26-33 inclusive	40 MPH
Handling other pile drivers, wrecking cranes, locomotive cranes and similar equipment	30 MPH
Handling 4-wheel scale test cars	{ Main Line 35 MPH Branch Lines..... 25 MPH
and scale test car 254	
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, 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-18	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.

When road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

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 shot 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.

3. Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by Time Service Rules must not wear wristwatches while on duty unless such watches are of the approved type.

4. Rule 10(H)—When it is known in advance there will not be a flagman at yellow signal, per Rule 10(H), the following form of train order is authorized and will be issued when requested by foreman in charge:

ACCOUNT MEN AND EQUIPMENT ON TRACK BETWEEN MP _____ AND MP _____ BETWEEN (STATION) AND (STATION) FROM _____ M UNTIL _____ M ALL TRAINS MUST APPROACH AND PROCEED THROUGH THIS TERRITORY AT RESTRICTED SPEED PREPARED TO STOP MAINTAINING A CAREFUL LOOKOUT FOR HAND SIGNALS RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN IN CHARGE VERBALLY AUTHORIZES A DIFFERENT SPEED.

Foreman in charge of work must notify Chief Dispatcher in writing, furnishing location, time, and date such protection is desired.

When train order is issued, foreman will be given copy of such order if practicable. If not practicable, he will be verbally advised when train order is in effect.

Yellow flags must be placed one and one-half (1½) miles from outer work limits.

When this train order is in effect, trains must approach and proceed through this territory at restricted speed maintaining a careful lookout for signals and be prepared to stop at red signal.

Restricted speed must not be exceeded unless foreman in charge of work verbally authorizes a different speed.

A green signal will be displayed to the right of each track at limit of restriction, but train may resume speed in advance of green signal when verbally authorized by foreman.

The above wording is a modification of Rule 10(H). The foreman may display a red signal anytime he requires its use account impassable track and trains will be governed by Rule 10(G). (Note) The last sentence in the order would allow use of radio if desired to increase speed through limits.

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

6. Rule 519 of the 1959 edition of the Consolidated Code of Operating Rules will not apply on the Northern Pacific Railway. The following rule governs: "Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch, and signal continues to display the Stop-indication, after complying with Rule 104(B), movement may be made as provided by Rules 501(A)2 and S-509(B)."

7. Rule 607—Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

8. 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 cabooses.

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 cabooses.

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:

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 its own wheels, it 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) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
 - (c) 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.
 - (d) The above named equipment with the exception of pile drivers 26 through 33 inclusive when 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 way bill. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.
9. 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.
10. 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.
11. 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.

12. 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.

13. Standard Time Clocks—

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

14. 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
	Freight 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 Casselton	40 MPH
Between Berea and Valley City Freight	20 MPH
2. Bridge and Engine Restrictions—
 Bridge 64, Valley City Viaduct.....35 MPH
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.
 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. **Between Berea and Valley City Freight**—Tracks will be operated as one yard. Conductors of extra trains and engineers of light engines must call the train dispatcher immediately before departure when making a movement between Berea and Valley City Freight.
9. **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.
10. **At Jamestown**, Second Subdivision Instructions Govern.
11. **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.
12. **Sidings**—
At Sanborn, south siding is eastward; north siding is westward.
13. **Yard Limits**—The tracks between yard limit signs west of Milwaukee Crossing at Fargo and east of Bridge O, east of Dilworth, will be operated as one yard.
14. **Register Stations**—
Dilworth.
Fargo—For first class trains and passenger extras.
Valley City Freight—For trains originating and terminating.
Jamestown.
15. **Register Exceptions**—
Dilworth—Through passenger trains will register by Form 608.
16. **Clearance Exceptions**—
At Dilworth, trains destined Third Subdivision will require clearance for First and Third Subdivisions.
At Fargo, all first class trains and passenger extras must obtain clearance. Trains from Third 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**, Train No. 3 has no superiority as conferred by timetable between Jamestown passenger station and yard office. Second class, inferior trains and engines will avoid delay to No. 3 to the greatest extent practicable.
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. Signal Overlap Signs—

At Tappen, signs governing westward and eastward trains located north and south of main track just east of station.

At Pierce, sign governing westward trains located north of main track at MP 190.

Trains of the specified direction holding main track to meet an opposing train at these stations will not pass signal overlap signs in advance of arrival of opposing train to avoid setting intermediate automatic block signals in stop position for the opposing movement.

5. **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.

6. **At Mandan**—Yellowstone Division instructions govern.

7. 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.

8. 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.

9. Register Stations—

Jamestown.

Mandan.

10. **Register Exceptions**—At Jamestown Yard Office, No. 3 will register by Form 608.

11. **Clearance Exceptions**—No. 3 will not require clearance at Jamestown passenger station. At Jamestown Yard Office No. 3 must obtain clearance.

THIRD SUBDIVISION

(FARGO AND SOUTHWESTERN BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Fargo and Edgeley	40 MPH
Edgeley and Streeter	25 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 Independence**, trains may expect to find east leg of wye blocked with cars.
5. **At La Moure**, trains may expect to find west leg of wye blocked with cars.
6. **At Edgeley Junction**, normal position of switch is for Streeter branch.
Extra trains will not run via Edgeley unless instructed by train order to do so.
7. **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.
8. Sidings, except at Leonard and Lisbon will also be used as industrial tracks.
9. **Register Stations**.
Streeter.
Independence and Lamoure—Trains from Sixth Subdivision only.
10. **Clearance Exceptions**—At Fargo, trains from First Subdivision will be governed by clearance furnished at Dilworth.
At Independence, trains from Sixth Subdivision will not require clearance.
At Lamoure, trains from Sixth Subdivision will not require clearance if train order signal indicates proceed.
11. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Third Subdivision between Fargo and Independence and between La Moure and Streeter.

FOURTH SUBDIVISION (CASSELTON BRANCH)

1. **Speed Restrictions**—
Zone—Between
MP 0 and MP 22 (Casseltown and Lucca).....25 MPH
MP 22 and MP 36 (Alice and Eastedge)40 MPH
MP 36 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 Casseltown**—Train order signal does not govern Fourth Subdivision trains.
4. **Register Stations**—
Marion.
5. Sidings, west of Casseltown will also be used as industrial tracks.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fourth Subdivision.

FIFTH SUBDIVISION (COOPERSTOWN BRANCH)

1. **Speed Restrictions**—
Zone—Between
Sanborn and McHenry40 MPH
Except:
Hannaford and MP 29 (between Hannaford and Shepard)25 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**—
McHenry.
6. Sidings west of Sanborn will also be used as industrial tracks.
7. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fifth Subdivision.

SIXTH SUBDIVISION (JAMES RIVER AND OAKES BRANCH)

1. **Speed Restrictions**—
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 east of Jamestown will also be used as industrial tracks.
5. **Register Stations**—
Jamestown. La Moure. Independence. Oakes.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Sixth Subdivision.

SEVENTH SUBDIVISION (DEVILS LAKE BRANCH)

1. **Speed Restrictions**—
Zone—Between
Jamestown and Leeds40 MPH
At Carrington, between First St. South and Second St. North, all trains25 MPH
At Leeds, on G. N. transfer track.....5 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
3. **At Jamestown**, Second Subdivision instructions govern.
4. **Register Stations**—
Jamestown.
5. **Clearance Exceptions**—
At Pingree, trains from 8th Subdivision will not require a clearance if train order signal indicates proceed.
At Carrington, trains from 9th Subdivision will not require a clearance if train order signal indicates proceed.
At Oberon, trains from 10th Subdivision will not require a clearance if train order signal indicates proceed.
6. Sidings west of Jamestown will also be used as industrial tracks.
7. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Seventh Subdivision between New Rockford and Leeds.

EIGHTH SUBDIVISION (WILTON BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Pingree and Wilton40 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
3. **Register Stations—**
Wilton.
4. **Clearance Exceptions—**At Pingree, trains from the Seventh Subdivision will not require clearance if train order signal indicates proceed.
5. Sidings west of Pingree will also be used as industrial tracks.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Eighth Subdivision.

NINTH SUBDIVISION (SYKESTON BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Carrington and Sykeston30 MPH
Sykeston and Denhoff35 MPH
Denhoff and Turtle Lake.....30 MPH
Diesel engine units over 248,000 lbs. restricted to 20 MPH between 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—**
Turtle Lake.
4. **Clearance Exception—**At Carrington, trains from Seventh Subdivision will not require a clearance if train order signal indicates proceed.
5. Sidings west of Carrington will also be used as industrial tracks.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Ninth Subdivision.

TENTH SUBDIVISION (OBERON BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Oberon and Esmond25 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—**
Esmond.
4. **Clearance Exception—**At Oberon, trains from Seventh Subdivision will not require a clearance if train order signal indicates proceed.
5. Sidings west of Oberon will also be used as industrial tracks.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Tenth Subdivision.

ELEVENTH SUBDIVISION (LINTON BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
McKenzie and Temvik40 MPH
Temvik and Linton30 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—**
Linton.
5. Sidings west of McKenzie will also be used as industrial tracks.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Eleventh Subdivision.

TWELFTH SUBDIVISION (MANDAN SOUTH LINE)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Junction Switch and Mott30 MPH
Except:
MP 5 and MP 9 (between Cannon Ball and Solen)25 MPH
 2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
 3. **At Mandan, Yellowstone Division Instructions Govern.**
 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 west of Mandan, will also be used as industrial tracks.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Twelfth Subdivision.

THIRTEENTH SUBDIVISION (MANDAN NORTH LINE)

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Junction Switch and MP 21 (Between Mandan & Sanger)35 MPH
MP 21 and MP 31 (Between Price & Hensler)30 MPH
MP 31 and Stanton.....40 MPH
Stanton and Killdeer.....30 MPH
Hazen and Truax.....30 MPH
2. **Bridge and Engine Restrictions:**
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
3. **At Mandan—**Yellowstone Division Instructions Govern.
4. **At Hazen, Siding extends between east switch and east crossover switch.** Track west of east crossover used for storage of cars.
5. **At Truax, tipples will not clear man on top and/or side of car.** Engines not permitted over scale or on tipple tracks.
6. **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 less than 3000 tons.....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.

7. 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.
8. 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.
9. Register Stations—
Mandan. Killdeer.
10. All sidings except Stanton and Hazen will also be used as industrial tracks.
11. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Thirteenth Subdivision between Zap and Killdeer.

Limit of load measurements based on 52' cars
truck centers.
Heights and widths in table allow 8 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						Governing Structure
	10' 0" Wide or Less	10' 6" Wide	11' 0" Wide	11' 6" Wide	12' 0" Wide	Maximum Height	Maximum Width
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

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
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
	Jamestown to Bloom.....	940	1120	1240	1900	2200	2430	2700
First Eastward	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.....	1530	1820	2020	2630	3240	3950	4050
Second Eastward	Mandan to Bismarek.....	1275	1520	1680	2190	2500	2600	2700
	Bismarek 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	700
	Woods to Leonard.....	745	890	985	1350	1780	1740	1940
	Leonard to Lisbon.....	1310	1560	1730	3300	4300	4200	4700
	Lisbon to Independence.....	630	750	830	1350	1780	1740	1940
Third Eastward	Independence to LaMoure.....	Car	Limit	Car	Limit	Car	Limit
	LaMoure to Edgeley.....	630	750	830	1140	1510	1470	1650
	Edgeley to Streeter.....	940	1120	1240	1350	1780	1740	1940
	Streeter to Independence.....	1310	1560	1730	2160	2860	2760	3080
Fourth Westward	Independence to Buttzville.....	900	1070	1190	1550	1900	2180	2380
	Buttzville to Fargo.....	Car	Limit	Car	Limit	Car	Limit
	Casselton to Myra.....	2320	2760	3070	3990	4910	5040	6130
	Myra to Embden.....	1070	1270	1410	1840	2260	2670	2830
Fourth Eastward	Embden to Lucca.....	1310	1560	1730	2250	2770	3130	3460
	Lucca to Hastings.....	900	1070	1190	1550	1900	2180	2380
	Hastings to Marion.....	1360	2200	2440	3170	3910	4680	4880
	Marion to Kathryn.....	1360	2200	2440	3170	3910	4680	4880
Fourth Eastward	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

FARGO DIVISION

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 Leeds.....	745	890	985	1350	1780	1740	1940

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Seventh Eastward	Leeds to New Rockford.....	745	890	985	1350	1780	1740	1940
	New Rockford to Jamestown.....	900	1070	1190	1730	2130	2400	2670
Eighth Westward	Pingree to Wilton.....	745	890	985	1350	1780	1740	1940
	Wilton to Pingree.....	745	890	985	1350	1780	1740	1940
Eighth Eastward	Carrington to Sykeston.....	1310	1560	1730	2250	2770	3160	3460
	Sykeston to Turtle Lake.....	745	890	985	1280	1580	1770	1970
Ninth Westward	Turtle Lake to Denhoff.....	745	890	985	1280	1580	1770	1970
	Denhoff to Bowdon.....	900	1070	1190	1550	1900	2180	2380
Ninth Eastward	Bowdon to Carrington.....	1310	1560	1730	2250	2770	3160	3460
	Oberon to Esmond.....	1010	1200	1330	1780	2130	2400	2670
Tenth Westward	Esmond to Oberon.....	745	890	985	1280	1580	1770	1970
Tenth Eastward	McKenzie to Linton.....	590	700	780	1350	1780	1740	1940
	Linton to Hazelton.....	745	890	985	1280	1580	1740	1970
Eleventh Westward	Hazelton to McKenzie.....	1530	1820	2020	2630	3240	3850	4050
	Mandan to Cannon Ball.....	3100	3700	4100	5340	6575	7830	8215
Twelfth Westward	Cannon Ball to Mott.....	1070	1270	1410	1840	2260	2570	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 500-501 552-563 6007-6020 6050	900 Series 525 850-863	200 Series 300 Series and 7000 Series Except 244-245
Twelfth Eastward	Mott to Mandan.....	1850	2200	2440	3170	3910	4530	4880
Thirteenth Westward	Mandan to Stanton.....	2320	2760	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
	Hazen to Truax.....	1530	1820	2020	2630	3240	3850	4050
Thirteenth Eastward	Killdeer to Golden Valley.....	1310	1560	1730	2250	2770	3160	3460
	Golden Valley to Mandan.....	2300	2750	3070	4000	4900	6000	6500
	Truax to Hazen.....	Car Limit	Car Limit	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. A. BERGMAN,
Supt.

H. W. JOHNSTONE,
Trainmaster.

L. M. BARNHART,
Trainmaster.

G. A. HUFFMAN,
Asst. Trainmaster.

H. C. FREDRICKSON,
Chief Dispatcher.