

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 3

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

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

Sunday, February 21, 1965

**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.**

**R. K. MOSSMAN,
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 |
| "A", "AA", "B", "BB", "BL", "W" Manifest Trains..... | 60 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
and scale test car 254 { 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. 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, 245, 260, 263 and 267.....	65 MPH	65 MPH
Nos. 244, 245, 260, 263 and 267	75 MPH	65 MPH
400, 600 and 700 series.....	45 MPH	45 MPH
500, 501 and 552-569, incl. except 556.....	65 MPH	65 MPH
No. 525	60 MPH	60 MPH
Nos. 550, 551 and 556.....	75 MPH	65 MPH
Nos. 800-808	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
2500 series	70 MPH	65 MPH

Diesel-electric motor cars in service or being towed:

Cars B-30, B-31, B-32, B-40, B-41 and B-42.....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 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.....	220,000 Lbs.
Over 30 ft. in length.....	263,000 Lbs.

3. Train inspection:

When temperatures are below zero, or when visibility conditions prevent suitable running inspection, all freight trains, except "A", "AA", "B", "BB", "BL", "C", "W" and "S" Manifests, will be stopped for train inspection at intervals not to exceed 35 miles running.

Train crews should avail themselves of service stops to make proper inspections of freight trains to avoid the necessity of making special stops to comply with the above instructions.

4. Rule 3(C) of the Consolidated Code of Operating Rules has been amended to provide that Employees Governed By Time Service Rules may wear wristwatches while on duty if such watches are of the approved type.

5. Rule 7(A), 4th Paragraph of the Consolidated Code of Operating Rules is modified as follows: When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which signals are given, must be regarded as a stop signal except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

6. 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 (EASTWARD, WESTWARD, OR MAIN) TRACK BETWEEN (MILE POST LOCATIONS) BETWEEN (STATION) AND (STATION) FROM (TIME) M UNTIL (TIME) M ALL TRAINS ON (EASTWARD, WESTWARD OR MAIN) TRACK 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.

Consolidated Code Rules Nos. 205 and 206 are modified to permit use of rubber stamp and printed train order forms as follows: When rubber stamp and printed train order forms are used for issuance of train order form shown under this item, Train Dispatchers, after recording form in train order book with stamp, are required to write and transmit only train order

number, address, track designation, mile post locations, stations and time limits. In addition, date will be transmitted when necessary. Train order operators using printed form for such train orders are required to copy and repeat only that portion transmitted by the Train Dispatcher.

7. Flashing type lamps may be used as markers provided they are of the approved type. When this type of marker is used on rear of train, Rules 19 and D-19 are modified and Rule 19(E) of the Consolidated Code will not apply as indicated in the following.

Rule 19. By night, marker lamps lighted, displaying red to the rear except when train is clear of main track in non-Automatic Block Signal territory, green will be displayed to the rear.

Rule D-19. By night, when train is turned out against the current of traffic, marker lamps lighted must display green to the rear on the side next to the main track on which the current of traffic is in the direction train is moving and red to the rear on the opposite side.

Rule 19(E). Does not apply in CTC or Automatic Block Signal Territory, and following train will be governed by signal indication.

8. 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.

9. The second paragraph, Page 145 of the Consolidated Code of Operating Rules, which concerns the location of advance warning signs, is cancelled, and the following applies:

Except on branch lines and as otherwise provided in the Special Instructions, advance warning signs, as far as feasible, are located 5,280 feet in advance of the reduce speed signs. On branch lines, except as otherwise provided in the Special Instructions, advance warning signs are, as far as feasible, located approximately 3,000 feet in advance of the reduce speed signs. 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.

10. 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)."

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

12. 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.

All log flats in series 117002-117892 and certain company service and outfit cars in series 200000-207999 must not be handled in time freights or in trains where pusher service is used. When handled on other freight trains, they must be placed on the rear end and the speed of such trains must not exceed 50 MPH.

INSTRUCTIONS FOR HANDLING PILE DRIVERS, CRANE DECKRICKS, 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.I. 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 waybill. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.
13. Precautions must be taken on double track to prevent accident 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.
 14. 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.
 15. 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.
 16. Bulletin Stations—
Dilworth—Yard office, Roundhouse.
Fargo—Conductor's Room, Headquarters Building.
Jamestown—Passenger station, Yard Office, Roundhouse.
Mandan—Yard Office, Roundhouse.
 17. Standard Time Clocks—
Dilworth—Telegraph Office.
Fargo—Conductors Room, Headquarters Building.
Jamestown—Passenger Station, Yard Office, Roundhouse.
Mandan—Telegraph Office.
 18. Watch Inspectors—
Moorhead.....Henry Neubarth.
Fargo.....Hale Jewelry Co., 219 N. Broadway.
Jamestown.....Olson Jewelry.
Mandan.....A. J. Hendrickson. I. T. Larsen
Wickham Jewelers.

FIRST SUBDIVISION (MAIN LINE)

1. Speed Restrictions—
Zone—Between
Dilworth and Jamestown
Against the current of traffic
on double track

Maximum Speeds Permitted
Freight Passenger

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
- Between Berea and Valley City Freight20 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.
Jamestown.

15. **Register Exceptions—**
Dilworth—Through passenger trains will register by Form 601
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.

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
"A", "AA", "B", "BB", "BL", "W" Manifest trains
between Windsor and Cleveland.....55 MPH
Ladoga and Dawson.....55 MPH
Sterling and Burleigh.....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. **At Steele,** Rule 28 of the Consolidated Code of Operating Rules is modified in that radio may be used in lieu of a white signal to stop No. 1 or No. 2 to receive traffic.
5. **Signal Overlap Signs—**
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 this station will not pass signal overlap sign in advance of arrival of opposing train to avoid setting intermediate automatic block signals in stop position for the opposing movement.
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, 2 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.
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.

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.
10. **Register Stations—**
Jamestown.
Mandan.
11. **Register Exceptions—**At Jamestown Yard Office, No. 3 will register by Form 608.
12. **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—** Maximum Speeds Permitted
Zone—Between
Fargo and Edgeley40 MPH
Edgeley and Streeter25 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 Edgeley Junction,** normal position of switch is for Streeter branch.
5. **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.
6. **Sidings,** except at Leonard and Lisbon will also be used as industrial tracks.
7. **Register Stations.**
Streeter.
Independence and Lamoure—Trains from Sixth Subdivision only.
8. **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.
9. **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—** Maximum Speeds Permitted
Zone—Between
MP 0 and MP 22 (Casseltown and Lucca).....25 MPH

- MP 22 and MP 36 (Alice and Eastedge)40 MI
- MP 36 and MP 46 (Eastedge and Hastings).....25 MI
- MP 46 and MP 60 (Kathryn and Marion).....15 MI
- 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 MI
3. **At Casselton—**Train order signal does not govern Fourth Subdivision trains.
4. **Register Stations—**
Marion.
5. **Sidings,** west of Casselton will also be used as industrial track
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—** Maximum Speeds Permitted
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. **Register Stations—**
McHenry, Binford.
5. **Sidings** west of Sanborn will also be used as industrial track
6. **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—** 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** east of Jamestown will also be used as industrial track
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—** Maximum Speeds Permitted
Zone—Between
 Jamestown and Leeds 40 MPH
 At Carrington, between First St. South and Second St. North,
 all trains 25 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 clear-
 ance 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—
Zone—Between | Maximum Speeds Permitted |
|---|---------------------------------|
| Pingree and Woodworth | 30 MPH |
| Woodworth and Arena | 40 MPH |
| Arena and Wilton | 30 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 Sub-division will not require clearance if train order signal indicates proceed. | |
|
5. Sidings west of Pingree will also be used as industrial tracks. | |
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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 Sykeston | 30 MPH |
| Sykeston and Denhoff | 35 MPH |
| Denhoff and Turtle Lake..... | 30 MPH |
| At Turtle Lake, Maximum speed permitted over street crossings | 8 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 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— | |
| 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 Subdi-
vision 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 Mott | 30 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—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.
7. 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—**
Zone—Between **Maximum Speeds Permitted**
 Junction Switch and Stanton 40 MPH
 Stanton and Killdeer 30 MPH
 Hazen and Truax 30 MPH
 At Hazen, First Crossing West of Depot (Central Ave.)
 —Westward Trains 15 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. **Staff Operation:** Movement of all trains or engines in both directions between Hazen and Truax and between Beulah and South Beulah is governed by staff operation. Staff boxes located at the switch leading to the South Beulah track at Beulah and at the wye tail track switch at Hazen, contain one staff in each box. Any train or engine leaving Hazen for Truax or Beulah for South Beulah must have this staff in their possession which will be their authority to move between these points. On return to Beulah or Hazen, staff must be placed in staff box and box locked.
8. **At Beulah,** examine all inside switches on mine tracks before using. Engines must not pass under tipple tracks 2, 3 and 4. Tipples, slack bin over track 4 and car pullers between tipple tracks will not clear man on top and/or side of car. Inside switch of crossover west of stockyard must be left lined and locked for stockyard track. Private crossing east of storage track switch must not be blocked.
 At South Beulah, Engines must not pass under tipple. Tipple will not clear man on top or side of car.
9. **At Republic,** examine all inside switches on mine tracks before using. Engines must not pass under tipple. Tipple will not clear a man on top and/or side of car.
10. **Register Stations—**
 Mandan. Killdeer.
11. All sidings except Stanton and Hazen will also be used as industrial tracks.
12. 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.

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

MAXIMUM CLEARANCES

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

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"	Bridge 0, 33.1 and 17

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 300 Series and 7000 Series Except 244-245	2500 Series
First Westward	Dilworth to Casselton.....	3100	3700	4100	5340	6575	8030	8215	11,400
	Casselton to Peak.....	745	890	985	1350	1780	1740	1940	2875
	Peak to Jamestown.....	940	1120	1240	2490	3280	3180	3550	4900
	Jamestown to Bloom.....	940	1120	1240	1900	2200	2430	2700	3475
First Eastward	Bloom to Buffalo.....	1180	1420	1420	2790	3690	3560	3970	5300
	Buffalo to Dilworth.....	Car	Limit	Car	Limit	Car	Limit	Car	Limit
Second Westward	Jamestown to Windsor.....	680	810	900	1280	1450	1750	1810	2875
	Windsor to Mandan.....	1530	1820	2020	2630	3240	3950	4050	5800
Second Eastward	Mandan to Bismarck.....	1275	1520	1680	2190	2600	2600	2700	3150
	Bismarck to Windsor.....	1990	2370	2620	3410	4200	5020	5250	5800
	Windsor to Jamestown.....	Car	Limit	Car	Limit	Car	Limit	Car	Limit

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Third Westward	Fargo to Woods.....	2580	3075	3210	3300	4300	4270	4700	6550
	Woods to Leonard.....	745	890	985	1350	1780	1740	1940	2650
	Leonard to Lisbon.....	1310	1560	1730	3300	4300	4200	4700	6500
	Lisbon to Independence.....	630	750	830	1350	1780	1740	1940	2650
Third Eastward	Independence to LaMoure.....	Car	Limit	Car	Limit	Car	Limit	Car	Limit
	LaMoure to Edgeley.....	630	750	830	1140	1510	1470	1650	2225
	Edgeley to Streeter.....	940	1120	1240	1350	1780	1740	1940	2650
	Streeter to Independence.....	1310	1560	1730	2160	2860	2760	3080	4275
Fourth Westward	Independence to Buttzville.....	900	1070	1190	1550	1900	2180	2380	3300
	Buttzville to Fargo.....	Car	Limit	Car	Limit	Car	Limit	Car	Limit
	Casselton to Myra.....	2320	2760	3070	3990	4910	5940	6130	8500
	Myra to Embden.....	1070	1270	1410	1840	2280	2670	2830	3800
Fourth Eastward	Embden to Lucca.....	1310	1560	1730	2250	2770	3130	3460	4825
	Lucca to Hastings.....	900	1070	1190	1550	1900	2180	2380	3300
	Hastings to Marion.....	1850	2200	2440	3170	3910	4680	4880	6800
	Marion to Kathryn.....	1850	2200	2440	3170	3910	4680	4880	6800
Fourth Eastward	Kathryn to Eastedge.....	745	890	985	1280	1580	1770	1970	2700
	Eastedge to Casselton.....	1310	1560	1730	2250	2770	3160	3460	4825

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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 300 Series and 7000 Series Except 244-245	2500 Series
Fifth Westward	Sanborn to Hannaford.....	1310	1560	1730	2160	2860	2760	3080	4275
	Hannaford to McHenry.....	900	1070	1190	1710	2250	2200	2450	3425
Fifth Eastward	McHenry to Hannaford.....	1010	1200	1330	2790	3690	3560	3970	5450
	Hannaford to Sanborn.....	1310	1560	1730	3300	4300	4200	4700	6550
Sixth Westward	Oakes to Independence.....	820	970	1080	1480	1950	1900	2130	2950
	LaMoure to Jamestown.....	1530	1820	2020	2070	2720	2650	2950	4100
Sixth Eastward	Jamestown to Ypsilanti.....	820	970	1080	1400	1730	1970	2160	3000
	Ypsilanti to LaMoure.....	1530	1820	2020	2630	3240	3850	4050	5600
Seventh Westward	Independence to Oakes.....	1140	1360	1500	1960	2410	2860	3010	4200
	Jamestown to Parkhurst.....	745	890	985	1350	1780	1740	1940	2650
	Parkhurst to Edmunds.....	940	1120	1240	1960	2480	2430	2700	3475
	Edmunds to New Rockford.....	1310	1560	1730	2250	2770	3160	3460	4750
	New Rockford to Leeds.....	745	890	985	1350	1780	1740	1940	2650

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Seventh Eastward	Leeds to New Rockford.....	745	890	985	1350	1780	1740	1940	2650
	New Rockford to Jamestown.....	900	1070	1190	1730	2130	2400	2670	3675
Eighth Westward	Pingree to Wilton.....	745	890	985	1350	1780	1740	1940	2650
Eighth Eastward	Wilton to Pingree.....	745	890	985	1350	1780	1740	1940	2650
	Carrington to Sykeston.....	1310	1560	1730	2250	2770	3160	3460	4825
Ninth Westward	Sykeston to Turtle Lake.....	745	890	985	1280	1580	1770	1970	2700
	Turtle Lake to Denhoff.....	745	890	985	1280	1580	1770	1970	2700
Ninth Eastward	Denhoff to Bowdon.....	900	1070	1190	1550	1900	2180	2380	3300
	Bowdon to Carrington.....	1310	1560	1730	2250	2770	3160	3460	4825
Tenth Westward	Oberon to Esmond.....	1010	1200	1330	1730	2130	2400	2670	3675
Tenth Eastward	Esmond to Oberon.....	745	890	985	1280	1580	1770	1970	2700
Eleventh Westward	McKenzie to Linton.....	590	700	780	1350	1780	1740	1940	2650
	Linton to Hazelton.....	745	890	985	1280	1580	1740	1970	2700
Eleventh Eastward	Hazelton to McKenzie.....	1530	1820	2020	2630	3240	3850	4050	5600
	Mandan to Cannon Ball.....	3100	3700	4100	5340	6575	7830	8215	11,400
Twelfth Westward	Cannon Ball to Mott.....	1070	1270	1410	1840	2260	2570	2830	3900

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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 300 Series and 7000 Series Except 244-245	2500 Series
Twelfth Eastward	Mott to Mandan.....	1850	2200	2440	3170	3910	4530	4880	6800
	Mandan to Stanton.....	2820	2760	3070	3990	4910	5940	6130	8500
	Stanton to Golden Valley.....	1530	1820	2020	2630	3240	3850	4050	5600
Thirteenth Westward	Golden Valley to Killdeer.....	745	890	985	1280	1580	1770	1970	2700
	Hazen to Truax.....	1530	1820	2020	2630	3240	3850	4050	5600
	Killdeer to Golden Valley.....	1310	1560	1730	2250	2770	3160	3460	4750
Thirteenth Eastward	Golden Valley to Mandan.....	2300	2750	3070	4000	4900	6000	6500	9000
	Gruaax to Hazen.....		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.
L. M. HUNTER,
Trainmaster.

H. W. JOHNSTONE,
Trainmaster.
R. C. JUDSON,
Trainmaster-Roadmaster.

T. J. SAMUELSON,
Asst. Trainmaster.
H. C. FREDRICKSON,
Chief Dispatcher.