

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **FARGO DIVISION**

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### **Special Instructions No. 1**

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

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

**Thursday, June 1, 1967**

**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.**

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**R. D. THOMPSON,  
Superintendent.**

**D. H. KING,  
General Manager.**

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

# ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains .....	75 MPH
Freight trains .....	65 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. 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. 800-803 .....	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
2500, 2800 and 3600 series .....	70 MPH	65 MPH
2500, 2800 and 3600 series through all turnouts except where signaling permits a higher speed .....	12 MPH	12 MPH

Rail diesel 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.

Unless otherwise authorized, use of diesel units in multiple on the head end of trains shall not exceed the number in the following table:

TYPE OF DIESEL UNITS IN CONSIST	MAXIMUM NUMBER OF UNITS TO BE USED
All 6 Motor Type Units .....	6
All 4 Motor Type Units .....	8
Mixed Consist Containing 3 or less 6 Motor Units .....	7
Mixed Consist Containing 4 or more 6 Motor Units .....	6

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 blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to make train inspections to avoid making such stops to comply with the foregoing. Conductor will determine frequency of such inspections, dependent on visibility conditions, avoiding unnecessary delays to trains.

4. Rule 14(A) is modified to the extent that written information may also be left with the red signal to permit train to proceed from the red signal after stopping.

5. Rule 213 is modified to the extent that a legible copy of each train order will also be furnished the rear trainman on passenger trains addressed.

6. Rule 223—Lights will not be displayed on train order signals on the 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th and 13th Sub-divisions. Trains will be governed by the day indication of these train order signals.

7. Rule 509 will not apply on the Northern Pacific Railway when signal governs movement over or through a spring switch. In Automatic Block Signal Territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

8. Rule 729 is modified as follows: Employees must familiarize themselves with the Interstate Commerce Commission regulations governing the handling and transportation of explosives and other dangerous articles and be governed accordingly.

When handling cars placarded "Explosives", "Dangerous", "Poison Gas", or "Dangerous Class D Poisons", it must be known they are in proper place in the train as provided by Bureau of Explosives Poster No. 1.

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

Four-wheel scale test cars must be handled in local freight trains when available and excessive delay will not result. Exception—If local service is not immediately available, these cars may be handled in dead freight 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, 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 waybill. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.
10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines. Trains handling logs must stop when being met or passed by passenger trains.
  11. 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 a reasonable speed and care exercised until it is apparent the box is running cool.
  12. 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.
  13. Bulletin Stations—  
Dilworth—Yard office, Roundhouse.  
Fargo—Conductor's Room, Headquarters Building.  
Jamestown—Passenger station, Yard Office, Roundhouse.  
Mandan—Yard Office, Roundhouse.
  14. Standard Time Clocks—  
Dilworth—Telegraph Office.  
Fargo—Conductors Room, Headquarters Building.  
Jamestown—Passenger Station, Yard Office, Roundhouse.  
Mandan—Telegraph Office.
  15. Watch Inspectors—  
Moorhead.....Henry Neubarth.  
Fargo.....Hale Jewelry Co.  
Jamestown.....Olson Jewelry.  
Mandan.....A. J. Hendrickson.  
Wickham Jewelers.

**FIRST SUBDIVISION  
(MAIN LINE)**

- |                                                                                                   |                                 |
|---------------------------------------------------------------------------------------------------|---------------------------------|
| <b>1. Speed Restrictions—</b>                                                                     | <b>Maximum Speeds Permitted</b> |
| Zone—Between                                                                                      | 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.  
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.  
Switch leading to Third Subdivision is electrically locked.  
Trains from Third Subdivision may run as eastward extra trains Fargo to Dilworth without train order authority and may run ahead of Eastward first class trains Fargo to Dilworth without train order authority. Crews of such trains must secure verbal authority from the Train Dispatcher before entering the First Subdivision.
  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 detector is located just west of automatic block signal No. 617, and the defective equipment indicator is on the mast of Signal 641. For eastward movements, the dragging equipment detector is located just east of automatic block signal No. 685, and the defective equipment indicator is on the mast of Signal 658.  
That part of Rule 240-T stating "A member of train or engine crew must report to control operator immediately." does not apply. After train crew has inspected train for dragging equipment, Superintendent must be notified from first available point of communications.
  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—**Dual control switch at end of double track is automatically operated. Normal position of switch 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 MP 10 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 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.

Train from Third Subdivision will not require a clearance unless otherwise directed.

# SECOND SUBDIVISION

## (MAIN LINE)

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between 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  
At Mandan westward first class trains between underpass at 6th  
Avenue NE and passenger station ..... Reduced speed.
2. At Jamestown, Train Order Signal at passenger station governs eastward First Subdivision trains originating at Jamestown Yard only.
3. At Eldridge—Dual control switch at end of double track is automatically operated. Normal position of switch is for eastward track.  
Time of all trains applies at end of double track.
4. **Signal Overlap Signs.**  
At Pierce, sign governing westward trains located north of main track at MP 190. Westward trains holding main track to meet an opposing train will not pass Signal Overlap sign before arrival of opposing train to avoid placing intermediate signals in stop position for the opposing movement.
5. At Bismarck, Whistle signal 15 (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 2 must not block 3rd street crossing.
6. At Mandan—Yellowstone Division instructions govern.

## 7. Special Track Circuit—

At Bismarck, Soo Line Interlocking, a special track circuit is installed on the main track over the crossing. Special circuit extends one car length either side of crossing. Cuts of three cars or less must not be left on this track circuit.

## 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 main track.

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.

# THIRD SUBDIVISION

## (FARGO AND SOUTHWESTERN BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
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 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. <b>Speed Restrictions—</b>                                                                                                                                | <b>Maximum Speeds Permitted</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| <b>Zone—Between</b>                                                                                                                                          |                                 |
| MP 0 and MP 22 (Casselton 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 53 (Kathryn and Litchville).....                                                                                                                | 40 MPH                          |
| MP 53 and Marion .....                                                                                                                                       | 15 MPH                          |
| <b>2. Bridge and Engine Restrictions:</b>                                                                                                                    |                                 |
| Wrecking cranes 45 to 48 inc. over bridges.....                                                                                                              | 15 MPH                          |
| <b>3. Register Stations—</b>                                                                                                                                 |                                 |
| Marion.                                                                                                                                                      |                                 |
| <b>4. Sidings, west of Casselton will also be used as industrial tracks.</b>                                                                                 |                                 |
| <b>5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fourth Subdivision.</b> |                                 |

**FIFTH SUBDIVISION**  
**(COOPERSTOWN BRANCH)**

1. **Speed Restrictions—**  
Zone—Between  
Sanborn and McHenry .....40 MPH
2. **Bridge and Engine Restrictions:**  
Wrecking cranes 45 to 48 inc. over bridges.....15 MPH
3. **At Sanborn—**Yard Limit sign does not apply on First Subdivision.
4. **Register Stations—**  
McHenry, Cooperstown.
5. Sidings west of Sanborn 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 Fifth Subdivision.

**SIXTH SUBDIVISION**  
(JAMES RIVER AND OAKES BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted  
     Zone—Between  
     Jamestown and Oakes ..... 40 MPH  
     At Oakes, all trains, over street crossing between freight house  
     and passenger station ..... 10 MPH
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 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—                                                                                                                                      | Maximum Speeds Permitted |
| Zone—Between                                                                                                                                                |                          |
| 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-<br>division will not require clearance if train order signal indicates<br>proceed.         |                          |
| 5. Sidings west of Pingree will also be used as industrial tracks.                                                                                          |                          |
| 6. Unless otherwise provided, protection against following trains<br>as required by Consolidated Code Rule 99 is not required on<br>the Eighth Subdivision. |                          |

**NINTH SUBDIVISION**  
**(SYKESTON BRANCH)**

- |                                                                                                                                 |                                 |
|---------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| <b>1. Speed Restrictions—</b>                                                                                                   | <b>Maximum Speeds Permitted</b> |
| <b>Zone—Between</b>                                                                                                             |                                 |
| 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 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  
MP 0 and 2500 feet west of MP 3 (between Oberon and Josephine) .....40 MPH  
2500 feet west of MP 3 and Esmond .....25 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 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  
Yard limit sign does not apply on Second Subdivision.
3. **At McKenzie—**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  
Mandan and MP 5 .....30 MPH  
MP 5 and Flasher .....40 MPH  
Flasher and Mott .....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. **Register Stations—**  
Mandan. Mott.
5. Sidings west of Mandan, 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 Twelfth Subdivision.

### THIRTEENTH SUBDIVISION (MANDAN NORTH LINE)

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Mandan and east switch of siding, Hazen .....40 MPH  
East switch of siding, Hazen and Killdeer .....30 MPH  
Glenharold: Trains unloading coal over hopper ..... 3 MPH  
Trains using Loop Track ..... 10 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 Glenharold, Men** not permitted to ride on cars over open pit. Hand rail on walk over United Power unloading hopper will not clear man on side of car.  
Cars and engines not permitted beyond 577 feet from head block of switch on United Power Construction Spur.
5. **At Hazen, Siding** extends between east switch and east crossover switch. Track west of east crossover used for storage of cars.
6. **At Truax, tipples** will not clear man on top and/or side of car. Engines not permitted over scale or on tipple tracks.
7. **Retaining valves—**On Eastward freight 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.
8. **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.

9. 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.
10. 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.
11. Register Stations—  
Mandan. Killdeer.  
Beulah—for trains originating or terminating at this point only.
12. All sidings except Stanton and Hazen will also be used as industrial tracks.
13. 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.

## MAXIMUM CLEARANCES

Note—Limit of load measurements based on 52 ft. cars with 42 ft. truck centers.  
Heights and widths in table allow 6 inch clearance.

Height of center of gravity above top of rail not to exceed 84 inches.

SUBDIVISION	HEIGHT ABOVE TOP OF RAIL											Governing Structure
	21'- 0"	20'- 6"	20'- 0"	4'- 0"	3'- 6"	3'- 0"	2'- 6"	2'- 0"	1'- 6"	1'- 0"	0'- 6"	
	MAXIMUM LOAD WIDTH WHEN CENTERED ON CAR											
1st Sub.—Dilworth-Jamestown.....	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	11'- 7"	Bridge 6
12th Sub.—Mandan-Mott.....	8'- 8"	10'- 7"	12'- 0"	12'- 0"	11'-11"	11'- 7"	11'- 4"	11'- 1"	10'- 9"	10'- 6"	10'- 2"	Bridges 0, 1, 33.1, and 17
13th Sub.—Mandan-Killdeer and Truax	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	10'-10"	10'- 9"	10'- 7"	10'- 1"	Bridges 62 and 107

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Loads up to 12'-0" wide between 21'-0" and 0'-6" above top of rail may be handled on the following subdivisions:

- 2nd Sub.—Main Line
- 3rd Sub.—Fargo and Southwestern Branches
- 4th Sub.—Casselton Branch
- 5th Sub.—Cooperstown Branch

- 6th Sub.—James River and Oakes Branches
- 7th Sub.—Devils Lake Branch
- 8th Sub.—Wilton Branch

- 9th Sub.—Sylkeston Branch
- 10th Sub.—Oberon Branch
- 11th Sub.—Linton Branch

Loads in excess of measurements given above may be handled only upon message authority obtained from the Division Superintendent, copy of which must accompany the movement.

# TONNAGE RATINGS PER UNIT DIESEL-ELECTRIC LOCOMOTIVES

## FARGO DIVISION UNIT NUMBERS

FARGO DIVISION									
SUBDIVISION	DISTRICT	99-106 400-427 700-724 750 800-803	107-177	550-551 556 6500-6513 6550-6553 6600-6601	244-245 260-263 267 6000-6005 6051-6052 6700 Series	5400-5410 500-501 552-555 557-559 6007-6020 6050	900 Series 525 850-863	200 Series Except 244, 245 260, 263 267 300 Series 7000 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	3260	3180	3550	4900
First Eastward	Jamestown to Bloom.....	940	1120	1240	1900	2200	2430	2700	3475
	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	5900
Second Eastward	Mandan to Bismarck.....	1275	1520	1680	2190	2500	2600	2700	3150
	Bismarck to Windsor.....	1900	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
	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	Car
	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 Butteville.....	900	1070	1190	1550	1900	2180	2380
	Butteville to Fargo.....	Car	Limit	Car	Limit	Car	Limit	Car
	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.....	1850	2200	2440	3170	3910	4080	4880
	Marion to Kathryn.....	1850	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		UNIT NUMBERS							
SUBDIVISION	DISTRICT	99-106 400-427 700-724 750 800-803	107-177	550-551 556 6500-6513 6550-6553 6600-6601	244-245 260-263 267 6000-6005 6051-6052 6700 Series	5400-5410 500-501 552-555 557-569 6007-6020 6050	900 Series 525 850-863	200 Series Except 244, 245 260-263-267 300 Series 7000 Series	
Fifth Westward	Sanborn to Hannaford.....	1310	1560	1730	2160	2860	2760	3080	4275
	Hannaford to McHenry.....	900	1070	1190	1710	2260	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	6350
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
Ninth Westward	Carrington to Sykeston.....	1310	1560	1730	2250	2770	3160	3460	4825
	Sykeston to Turtle Lake.....	745	890	985	1280	1580	1770	1970	2700
Ninth Eastward	Turtle Lake to Denhoff.....	745	890	985	1280	1580	1770	1970	2700
	Denhoff to Bowdon.....	900	1070	1190	1550	1900	2180	2380	3300
Tenth Westward	Bowdon to Carrington.....	1310	1560	1730	2250	2770	3160	3460	4825
	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 itward	Cannon Ball to Mott.....	1070	1270	1410	1840	2260	2570	2830	10

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# TONNAGE RATINGS PER UNIT DIESEL-ELECTRIC LOCOMOTIVES

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Twelfth Eastward	Mott to Mandan.....	1850	2200	2440	3170	3910	4530	4880	6800		
	Mandan to Stanton.....	2320	2760	3070	3990	4910	5940	6180	8500		
Thirteenth Westward	Stanton to Golden Valley.....	1530	1820	2020	2630	3240	3850	4050	5600		
	Golden Valley to Killdeer.....	745	890	985	1280	1580	1770	1970	2700		
Thirteenth Eastward	Hazen to Truax.....	1530	1820	2020	2630	3240	3850	4050	5600		
	Killdeer to Golden Valley.....	1310	1560	1730	2250	2770	3160	3460	4750		
	Golden Valley to Mandan.....	2300	2750	3070	4000	4900	6000	6500	9000		
	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.