

# NORTHERN PACIFIC RAILWAY COMPANY.

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## DAKOTA DIVISION

# TIME 33 TABLE

**IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.**

**(Except Missouri River and Western Dakota Lines)**

**Mountain or 105th Meridian Time for Missouri River and Western Dakota Lines**

**SUNDAY, NOVEMBER 20, 1910.**

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**For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.**

**G. A. GOODELL,**  
General Manager.

**E. C. BLANCHARD,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**A. M. BURT,**  
Superintendent.

WEST BOUND

DAKOTA DIVISION

EAST BOUND

THIRD CLASS	SECOND CLASS TRAINS			FIRST CLASS TRAINS				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 33. NOVEMBER 20, 1910. Succeeding No. 32.				Distance from Mandan	Capacity of Passing Tracks	FIRST CLASS TRAINS				SECOND CLASS	THIRD CLASS
	779	605	603	601	7	5	3				1	STATIONS	2	4			6	8	602	780		
WAY FREIGHT	FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	Telegraph Offices and Calls.	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT								
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Except Sunday								
6.30 AM 6-003	4.00 AM	6.05 AM 779-6	5.15 PM 780	11.40 AM	7.00 PM	8.38 AM	8.05 PM	JY.....JAMESTOWN.....N 4.5	107.3	980	10.28 PM	12.28 PM	6.05 AM 603-779	5.55 PM	10.25 AM	5.00 PM 601						
6.45	4.17	6.22	5.40 8	* 11.49	* 7.09	* 8.47	* 8.14	BX.....BERNER.....N 2.5	102.8	73	* 10.14	* 12.17	* 5.50	* 5.40 601	10.00	4.45						
6.55	4.24	6.29	5.50	f 11.53 AM	* 7.12	* 8.50	* 8.17	EQ.....ELDRIDGE.....D 5.0	100.3	134	* 10.10	* 12.13	* 5.46	f 5.35	9.50	4.35						
7.30	4.40	6.45	6.05	* 12.05 PM 4	* 7.20	* 8.58	* 8.25	.....OSWEGO..... 4.2	95.3	73	* 10.02	* 12.05 PM 7	* 5.37	* 5.25	9.25	3.45						
7.40	5.00	7.05	6.25	f 12.15	* 7.30	* 9.08 602	* 8.35	WR.....WINDSOR.....N 3.8	91.1	146	* 9.56	* 11.57 AM	* 5.31	f 5.19	9.08 3	3.30						
7.55	5.23 6	7.15	6.36	12.22	* 7.35	* 9.18	* 8.41	CD.....CLEVELAND.....D 5.0	87.3	73	* 9.50	* 11.51	* 5.23 605	5.08	8.45	3.10						
8.15 603	5.40	7.30	6.50	* 12.30	* 7.41	* 9.20	* 8.48	.....DON..... 3.1	81.7	73	* 9.41	* 11.43	* 5.15	* 4.55	8.15 779	2.43						
8.28	5.51	7.38	7.00	12.35	* 7.45	* 9.25	* 8.52	MD.....MEDINA.....N 2.7	78.6	136	* 9.34	* 11.36	* 5.08	4.48	7.56	2.25						
8.38	5.58	7.45 602	7.07	* 12.39	* 7.48	* 9.28	* 8.55	.....SOUTHDOWN..... 6.1	75.9	73	* 9.31	* 11.33	* 5.04	* 4.41	7.45 603	2.12						
9.02	6.19	8.02	7.23	f 12.48	* 7.56	* 9.37	* 9.03	CS.....CRYSTAL SPRINGS.....N 4.2	69.8	145	* 9.23	* 11.25	* 4.54	f 4.31	7.18	1.40						
9.20	6.33	8.15	7.35	* 12.54	* 8.01	* 9.42	* 9.08	.....LADOGA..... 3.0	65.6	148	* 9.18	* 11.20	* 4.49	* 4.24	7.00	1.15						
9.47 3	6.45 602	8.25	8.05 5	f 12.59 780	* 8.05 601	* 9.47 779	* 9.13 2	TP.....TAPPEN.....D 5.6	62.6	74	* 9.13 1	* 11.15	* 4.44	f 4.17	6.45 605	12.59 7						
11.05 4	7.10	8.50	9.02 2	1.14	* 8.17	* 9.59	* 9.25	DO.....DAWSON.....N 2.9	57.0	168	* 9.02 601	* 11.05 779	* 4.35	4.05	6.20	12.28						
11.23	7.25	9.05	9.30 1	* 1.20	* 8.23	* 10.05	* 9.30 601	.....SIFTON..... 4.9	54.1	73	* 8.52	* 10.55	* 4.23	* 3.47	6.08	12.10 PM						
11.45 780	7.45	9.26	9.55	1.29	f 8.32	* 10.14	* 9.37	ST.....STEELE.....N 2.9	49.2	150	* 8.45	* 10.49	f 4.16	3.40	5.52	11.45 AM 779						
11.59 AM	7.55	9.40	10.04	* 1.34	* 8.40 2	* 10.18	* 9.41	.....RANKIN..... 4.7	46.3	73	* 8.40 5	* 10.44	* 4.12	* 3.33	5.43	11.10						
12.28 PM	8.17	10.05 780	10.20	* 1.42	* 8.46	* 10.26 780	* 9.49	.....GENEVA..... 3.2	41.6	75	* 8.32	* 10.37 780	* 4.05	* 3.25	5.25	10.47 603 10.00 3-4						
12.37	8.28	10.32 3-4	10.29	1.47	* 8.50	* 10.32 4-603	* 9.58	DR.....DRISCOLL.....D 4.9	38.4	140	* 8.29	* 10.32 3-603	* 4.01	3.20	5.15	9.45						
1.00	8.48	11.10	10.45	* 1.55	* 8.56	* 10.39	* 10.00	.....ANGORA..... 2.7	33.5	73	* 8.21	* 10.24	* 3.52	* 3.10	4.58	9.15						
1.13	9.00 780	11.25 AM	10.53	f 2.00	* 8.59	* 10.43	* 10.04	SG.....STERLING.....N 6.8	30.8	132	* 8.17	* 10.21	* 3.48	f 3.05	4.50	9.00 605						
1.45	9.25	12.08 PM	11.18	f 2.10	* 9.07	* 10.55	* 10.12	MZ.....McKENZIE.....D 5.4	24.0	161	* 8.07	* 10.11	* 3.37	f 2.50	4.28	8.30						
2.147 2.398	10.04 4	12.28	11.31	f 2.19 779	* 9.18	* 11.05	* 10.20	BU.....BURLEIGH.....D 5.2	18.6	146	* 8.00	* 10.04 605	* 3.29	f 2.39 779	4.11	8.08						
3.25	10.45	1.08	11.47	* 2.27 8	* 9.30	* 11.13	* 10.28	.....APPLE CREEK..... 3.0	13.4	74	* 7.52	* 9.57	* 3.21	* 2.27 7	3.54	7.47						
3.45	11.17 AM 3	1.20	11.55 PM	* 2.35	* 9.33	* 11.17 605	* 10.32	.....PIERCE..... 4.6	10.4	73	* 7.49	* 9.53	* 3.17	* 2.19	3.45	7.35						
4.30	12.06 PM	2.12 8	12.30 AM	2.57	9.38	11.33	* 10.45	BI.....BISMARCK.....N 5.8	5.8	145	7.43	9.45	3.10	2.12 603	3.30	7.15						
5.30 PM	1.00 PM	2.50 PM	1.15 AM	3.15 PM	9.50 PM	11.43 AM	* 11.00 PM	A.....MANDAN.....N	0.0	450	7.30 PM	9.30 AM	2.55 AM 602	1.55 PM	3.05 AM 6	6.40 AM						
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Except Sunday						
11.00	9.00	8.45	8.00	3.35	2.50	3.10	2.55	.....Time over District.....			2.58	2.58	3.10	4.00	7.20	10.20						
9.8	11.9	12.3	12.4	29.8	37.7	33.7	36.7	.....Average Speed per Hour.....			35.1	35.1	33.6	26.7	14.6	10.3						

REGISTERING AND BULLETIN STATIONS—Jamestown and Mandan.

STANDARD CLOCKS—Jamestown and Mandan.

Freight trains enter and leave Jamestown Yard at a point just east of Pipestem River Bridge (the extreme west switch). See Rule 298 (e) and (f).

Maximum grades: Windsor to Jamestown. Before descending, freight trains must come to a full stop, air brakes must be tested and known to be working through and signal received by Engineer from rear end of train. Passenger trains will be governed by rule 552.

Maximum speed of passenger trains is one minute or 60 seconds per mile. This limit must never be exceeded.

All trains will slow to 20 miles per hour around first curve east of Missouri River Bridge.

East-bound passenger trains will use at least six minutes from Berner to Jamestown Coal Dock.

Engineers will not be required to consult register, except at initial or starting point.

Deraill switch on east end Windsor passing track to be set and locked for deraill only when cars left on this track. All other deraill switches to be set and locked for deraill at all times when not in use.

No. 2 will take siding for No. 5.

No. 8 will take siding for No. 7.

No. 3 will stop at McKenzie except Sunday.

No. 4 will stop at Steele on flag for St. Paul and Minneapolis passengers.

Nos. 779 and 780 will carry passengers.

Rule 288 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders, and on that portion of road where single track block system is in effect inferior class trains may run ahead of second and third class trains without authority of train orders.

REGISTER TICKETS. Form No. 608.

Conductors of all trains (except passenger trains) will leave with operator of each open telegraph office between Berner and Bismarck (both inclusive, except Berner east bound) two register tickets properly filled out (including the time).

Operators must be watching for them, check time shown and correct if wrong, and report to Superintendent by wire any failure to leave them.

For light engines operators will fill out the register tickets.

Engineers of freight trains and light engines will secure one of these tickets from the operator, and if ticket is not furnished they will report by wire from the next open telegraph office.

At Bismarck, if the operator is not out to deliver register tickets, all freight trains and light engines will stop and secure same, and at other points light engines will stop and secure ticket if operator is not out.

Operator will file one copy of the tickets.

If operators are unable to find blanks thrown off by conductors, they will fill one out and hand to the engine crew of the following train. When an operator is absent for meals, a white marker with the letter "C" on it will be exposed to notify trains that the office is closed. Operators going on duty will furnish first train passing a blank reading "No train by since open at.....M." time

WEST BOUND JAMES RIVER AND OAKES BRANCHES EAST BOUND

Table for James River and Oakes Branches. Includes columns for Third Class Trains (787, 135), First Class Trains (136, 788), and Time Table No. 33. Stations include Jamestown, Reeves, Ypsilanti, Montpelier, Adrian, Dickey, Grand Rapids, and La Moure.

See Current Time Table of the Fargo Division.

Table for Fargo Division. Includes columns for Third Class Trains (9.00 AM, 8.00 PM), First Class Trains (2.40, 3.15 PM), and Time Table No. 33. Stations include Independence, Glover, and Oakes.

REGISTERING STATIONS—Jamestown, La Moure, Independence and Oakes. BULLETIN STATIONS—Jamestown, La Moure and Oakes. STANDARD CLOCK—Jamestown. The switches at Independence and La Moure will be set for the Fargo & Southwestern Branch, Fargo Div.

WEST BOUND DEVILS LAKE BRANCH EAST BOUND

Table for Devils Lake Branch. Includes columns for Third Class Trains (781, 131), First Class Trains (132, 782), and Time Table No. 33. Stations include Jamestown, Parkhurst, Buchanan, Pingree, Edmunds, Melville, Carrington, Guptill, Barlow, New Rockford, Sheyenne, Oberon, Lallie, Minnewaukan, Brinsmade, and Leeds.

WEST BOUND SYKESTON BRANCH EAST BOUND

Table for Sykeston Branch. Includes columns for Third Class Trains (785, 133), First Class Trains (134, 786), and Time Table No. 33. Stations include Carrington, Dover, Sykeston, Heaton, Bowdon, Chaseley, Hurdsfield, Goodrich, Denhoff, McClusky, Mercer, and Turtle Lake.

REGISTERING AND BULLETIN STATIONS—Oberon and Esmond. STANDARD CLOCK—Jamestown and Carrington. Junction Switch at Oberon must be set and locked for D. L. Branch.

REGISTERING STATIONS—Jamestown, Carrington, Oberon, Leeds and Turtle Lake. BULLETIN STATIONS—Jamestown, Carrington, Leeds and Turtle Lake. Sykeston Branch trains will protect themselves against Devils Lake Branch Line trains between "Wye" switch and Carrington.

WEST BOUND		LINTON BRANCH			EAST BOUND		
2ND CLASS TRAINS						2ND CLASS TRAINS	
<b>465</b>						<b>466</b>	
MIXED						MIXED	
Ex. Sunday						Ex. Sunday	
10 30AM	WCY	492	0.0	.....McKENZIE..... D	44.7	101	3.00PM
				1 ring			
F 10 05		DK 7	6.9	.....BURDICK.....	37.8	20	F 3 20
				4.7			
F 9.50		DK 11	11.6	.....MOFFITT.....	33.1	Spur 5	F 3.35
				1 3			
F 9.45		DK 13	12.0	.....BESSOBA.....	31.8	24	F 3.40
				6.8			
F 9.35		DK 19	19.7	.....DANA.....	25.0	Spur 3	F 4.00
				8.1			
9.00	W	DK 28	27.8	.....HAZELTON..... D	16.0	38	4.25
				2 rings			
8.35		DK 37	36.7	.....TEMPLETONVILLE.....	8.0	24	5.00
				8.0			
8.00AM	WCY	DK 45	44.7	.....LINTON..... D	0.0	94	5.30PM
				3 rings			
Ex. Sunday							Ex. Sunday
2 30				.....Time Over District.....			2.30
17.8				.....Average Speed per Hour.....			17.8

Registering Stations—McKenzie and Linton.  
 Bulletin Station—McKenzie.  
 Standard Clock—Mandan.  
 No. 465 has right over No. 466.  
 Tracks inside yard limit boards at Linton are joint with C. M. & St. P. Ry. While using joint tracks trains will give precedence to C. M. & St. P. trains of superior class.  
 Conductors and engineers must provide themselves with current time table of the James River Division C. M. & St. P. Ry., and while on joint tracks be governed by general and special rules contained therein, and also by general or special instructions issued by train dispatcher or superintendent of the C. M. & St. P. Ry.

**COMMERCIAL SPURS.**

**MAIN LINE.**

Distance from Jamestown.

- Bismarck Penitentiary Spur 98½ Miles.
- Bismarck Military Spur 99½ Miles.
- Bismarck Water Works Spur 102¾ Miles.

**DEVILS LAKE BRANCH.**

- Farquar 39 miles from Jamestown.
- Garland 47 miles from Jamestown (Sykeston Beh.)

**LOCATION OF DERAIL SWITCHES.  
 DAKOTA DIVISION.**

**MAIN LINE.**

STATION.	TRACK.	WHERE LOCATED
Eldridge.....	House track.....	Both ends.
Windsor.....	House track.....	Both ends.
Windsor.....	North passing track.....	East end.
Cleveland.....	Elevator track.....	West end.
Medina.....	House track.....	Both ends.
Crystal Springs.....	House track.....	East end.
Dawson.....	House track.....	West end.
Steele.....	House track.....	Both ends.
Driscoll.....	House track.....	East end.
Sterling.....	House track.....	Both ends.
McKenzie.....	Stock yard track.....	East end.
Burleigh.....	House track.....	East end.
Apple Creek.....	House track.....	East end.
Bismarck.....	Soo Transfer.....	West end.
Bismarck.....	Water Work.....	West end.

**AUTHORIZED SURGEONS, DAKOTA DIVISION.**

**LOCATION OF STRETCHERS (S).**

- |   |  |   |
|---|--|---|
| DR. W. COURTNEY, Chief Surgeon, Brainerd.   | DR. F. B. LODGE, Steele.   | DR. O. W. McCLUSKY, Carrington (S).   |
| DR. W. A. GERRISH, Jamestown (S).<br>Jamestown, Tool Car (S).<br>Jamestown, Store Room (S). | DR. F. R. SMYTH, Bismarck (S)  <br>DR. H. O. ALTNOW, Mandan (S).<br>DR. R. R. HOGUE, Linton. | DR. C. McLACHLAN, New Rockford.<br>DR. W. M. BARTLEY, Sheyenne.<br>DR. J. W. WARREN, Leeds (S).<br>DR. JOHN CRAWFORD, Esmond. |
| DR. G. D. TODD, Medina.   | DR. A. E. HILLIS, La Moure.  | DR. C. E. McREYNOLDS, Goodrich.   |
| DR. T. S. PRYSE, Dawson.  | DR. F. W. MAERCKLEIN, Oakes (S.)   | DR. E. L. PAULSON, Turtle Lake  |

**NOTE.**

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from

accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge; and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association, after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty

**BRANCH LINES:**

**Devils Lake Branch.**

Carrington.....	Soo transfer.....	East end.
New Rockford.....	House track.....	West end.
New Rockford.....	West elevator.....	West end.
Brinsmade.....	House track.....	West end.

**LAP SIDINGS.**

Lap Sidings are located at the following points:

- |                  |           |
|------------------|-----------|
| Eldridge,        | Steele,   |
| Windsor,         | Driscoll, |
| Medina,          | Sterling, |
| Crystal Springs, | Burleigh. |
| Ladoga,          |           |

When trains meet at these points, Rule No. 286 is modified to the extent that inferior trains will head in at the lap.

S. A. WILDER,  
Train Master.

F. C. HUNTINGTON,  
Train Master.

W. G. HOWLAND,  
Chief Dispatcher.

TONNAGE RATING—FREIGHT ENGINES

ENGINES.

DISTRICTS.	Class D 3		Class D 5		Class S 10		Class R		Class T		Class W	
	Maximum 65 Cars		Maximum 70 Cars		Maximum 70 Cars		Maximum 72 Cars		Maximum 72 Cars		Maximum 72 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Line—West Bound. stown to Windsor.....	1550	39	1690	42	1710	43	1800	45	2000	50	2500	62
or to Mandan.....	1085	27	1570	39	1615	40	1920	48	2000	50	2700	68
Line—East Bound. an to Bismarek.....											2500	62
arek to Windsor.....											2700	68
an to Windsor.....	1085	27	1570	39	1615	40	1920	48	2000	50	Car Limit	
or to Jamestown.....	1530	38	2250	56	2350	59	2600	65	2800	70		
1 Lake Branch—West Bound. stown to Edmunds.....	590	15	860	21	885	22	1055	26				
s to New Rockford.....	1085	27	1570	39	1615	40	1920	48				
ford to Leeds.....	590	15	860	21	885	22	1055	26				
Branch—East Bound. ido.....	590	15	860	21	885	22	1055	26				
amestown.....	1280	32	1655	41	1710	43	2265	56				
Branch—West Bound. n to Sykeston.....	1085	27	1570	39	1615	40	1920	48				
a to Turtle Lake.....	725	18	1060	26	1090	27	1300	32				
on Branch—East Bound. Lako to Denhoff.....	650	16	955	24	975	24	1165	29				
ff to Bowdon.....	820	21	1200	30	1225	31	1460	37				
on to Carrington.....	1410	35	2035	51	2100	52	2485	62				
1 Branch—West Bound. n to Maddock.....	1280	32	1855	46	1910	48	2265	56				
ck to Esmond.....	820	21	1200	30	1225	31	1460	37				
1 Branch—East Bound. id to Maddock.....	820	21	1200	30	1225	31	1460	37				
ck to Oberon.....	1410	35	2035	51	2100	52	2485	62				
1 O. Branch—West Bound. to Independence.....	820	21	1200	30	1225	31	1460	37				
ndence to LaMoure.....	1560	39	2250	56	2320	58	2750	69				
re to Jamestown.....	1085	27	1570	39	1615	40	1920	48				
1 O. Branch—East Bound. own to LaMoure.....	1175	29	1700	42	1750	44	2080	52				
re to Independence.....	725	18	1060	26	1090	27	1300	32				
ndence to Oakes.....	1560	39	2250	56	2320	58	2750	69				
Branch—West Bound. to Hazelton.....	590	15	860	21	885	22	1055	26				
on to McKenzie.....	1410	35	2035	51	2100	52	2485	62				
Branch—East Bound. zie to Linton.....	490	12	720	18	735	18	885	22				
1 Ball Branch—West Bound. n to Cannon Ball.....	915	23	1360	34	1420	35	1660	42	1990	50		
1 Ball to Mott.....	755	19	1125	28	1170	29	1375	34	1640	41		
1 Ball Branch—East Bound. 3 Cannon Ball.....	1065	27	1570	39	1640	41	1920	48	2305	57		
Cannon Ball to Mandan.....	1260	31	1855	46	1940	48	2265	57	2725	68		

WEST BOUND MISSOURI RIVER AND WESTERN DAKOTA LINES. EAST BOUND

SECOND CLASS		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 33 November 20, 1910. Succeeding No. 32-A. Mountain or 105th Meridian Time.		Distance from Mott	Capacity of Side Tracks	SECOND CLASS	
467					468					
MIXED Mon. Wed. and Fri.					MIXED Tues. Thu. and Sat.					
7.00Am					5.00Pm					
STATIONS					Telegraph Offices and Calls.					
		WCS TY	515	0.0	A.....	MANDAN.....	N	128.7	980	
				0.9		JUNCTION.....		127.8	No Siding	4.50
			DJ 8	7.8		JENNIE.....		120.0	No Siding	4.30
			DJ 13	12.8		SCHMIDT.....		115.9		4.10
		W	DJ 20	20.1		NINETEEN.....		108.9		3.45
			DJ 28	27.9	QW.....	GWYTHYR.....	D	100.8		3.10
		Y	DJ 36	35.6		CANNON BALL JCT.....		93.1	No Siding	2.30
		W	DJ 37	36.7		CANNON BALL.....		92.0		2.25
		Y	DJ 38	37.8		CANNON BALL JCT.....		90.9	No Siding	2.05
			DM 11	48.5		SOLEN.....		80.2		1.35
		W	DM 18	53.7		PARKIN.....		73.0		1.05
			DM 22	59.4	MR.....	TIMMER.....	D	69.3		12.50
			DM 30	67.2		GALL.....		61.5	No Siding	12.20
		WC	DM 35	72.2	FH.....	FLASHER.....	D	56.5		12.01Pm
			DM 43	80.8		LARK.....		47.9		10.30Am
		W	DM 47	84.7		LOUSE CREEK.....		44.0		10.10
			DM 53	90.6		CARSON.....		38.1		9.45
			DM 60	97.4		LAWTHER.....		31.3		9.20
			DM 67	104.5	SY.....	ELGIN.....	D	24.2		8.50
			DM 72	109.8		NEW LEIPZIG.....		18.9		8.20
		W	DM 76	113.7		BIRSELL.....		15.0		8.00
			DM 83	120.2		BURT.....		8.5		7.30
		WCY	DM 91	128.7	MO.....	MOTT.....	D	0.0		7.00Am
										Tues. Thu. and Sat.
										10.0
										12.8

Registering and Bulletin Stations, Mandan and Mott. Standard Clock, Mandan.  
Branch Trains will protect themselves against main line trains between Junction and Mandan.

Above rating is based on trains consisting of loads only, and rating is calculated for an average speed of ten miles per hour.  
On Main Line for each car added to the number specified above, deduct 20 tons from rating of engine; for each car less than the number specified above, add 20 tons to rating of engine. On Branch Lines add or deduct 10 tons per car.  
In figuring tonnage of the car, less than 1,000 pounds will not be counted; 1,000 pounds or more will be counted one ton.  
To secure full tonnage rating a fraction of weight of car more than rating must be counted rather than a fraction less.  
Train dispatcher will determine rate to be handled when reduction is necessary account of weather condition, except that for temperature alone, the following rule will be applied by all concerned:  
Reduce rating:—10 per cent between 30 and 10 above zero; 15 per cent between 10 above and 10 below zero; 25 per cent when temperature is below 10 below zero.

When engines are unable to haul the rating, engineers will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the engineer and not by the conductor.  
This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where the grades will permit.  
The above rating includes Class "W" Helper east and west from Jamestown and Class "L-9" Helper east from Mandan.  
In making up or filling out trains the following rules will be followed as far as practicable:  
Solid trains of loads or solid trains of empties.  
Where trains consist of both loads and empties, loads in the middle with empties divided between the head and rear ends of trains.  
Maximum tonnage for Main Line Local Freight Trains will be 20 per cent less than tonnage for Through Freights.  
Tonnage for Fast Freights and Stock Trains will be regulated by bulletin or special instructions from dispatchers.

