

# **NORTHERN PACIFIC RAILWAY COMPANY.**

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## **DAKOTA DIVISION**

# **TIME 34 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, APRIL 23, 1911.**

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**For the Government of Employes 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.

**F. L. BIRDSALL,**  
Superintendent.

WEST BOUND

DAKOTA DIVISION

EAST BOUND

THIRD CLASS	SECOND CLASS TRAINS		FIRST CLASS TRAINS				Water, Coal, Sealed, Tables and Wyoce	Station Numbers	Distance from Jamestown	Time Table No. 34. APRIL 23, 1911. Succeeding No. 33.		Distance from Mandan	Capacity of Passing Tracks	FIRST CLASS TRAINS				SECOND CLASS	THIRD CLASS
	779	605	603	7	5	3				1	STATIONS			2	4	6	8	602	780
WAY FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	STATIONS	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT						
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Telegraph Offices and Calls.	Daily	Daily	Daily	Daily	Daily	Except Sunday						
6:30 AM	4:30 AM	7:05 AM	11:30 AM	7:00 PM	8:45 AM	8:05 PM	JY.....JAMESTOWN.....N	107.3	980	10:28 PM	1:13 PM	6:05 AM	5:55 PM	10:25 AM	5:00 PM				
6:45	4:48	7:22	11:39	7:09	8:54	8:14	BX.....BERNER.....N	102.8	73	10:14	1:01	5:50	5:40	10:00	4:45				
6:55	4:57	7:29	11:48	7:12	8:57	8:17	EQ.....ELDRIDGE.....D	100.3	134	10:10	12:57	5:46	5:35	9:50	4:35				
7:20	5:16	7:45	11:55 AM	7:20	9:05	8:25	.....OSWEGO.....	95.8	73	10:02	12:47 PM	5:37	5:25	9:28	4:25				
7:40	5:31	8:05	12:05 PM	7:30	9:15	8:35	WR.....WINDSOR.....N	91.1	146	9:56	12:41	5:31	5:19	9:15	4:20				
8:00	5:50	8:20	12:12	7:35	9:20	8:41	CD.....CLEVELAND.....D	87.3	73	9:50	12:35	5:28	5:08	8:58	4:10				
8:35	6:18	8:35	12:26	7:41	9:27	8:48	.....DON.....	81.7	73	9:41	12:26	5:15	4:55	8:35	4:05				
9:10	6:35	8:46	12:32	7:45	9:32	8:52	MD.....MEDINA.....N	78.6	136	9:34	12:20	5:08	4:48	8:05	3:55				
9:35	6:47	8:55	12:36	7:48	9:35	8:55	.....SOUTHDOWN.....	75.9	73	9:31	12:17	5:04	4:41	7:50	3:50				
10:17	7:18	9:16	12:44	7:56	9:44	9:08	CS.....CRYSTAL SPRINGS.....N	69.8	145	9:28	12:09	4:54	4:31	7:18	3:40				
10:45	7:48	9:30	12:50	8:01	9:49	9:08	.....LADOGA.....	65.6	148	9:18	12:04 PM	4:49	4:24	7:00	3:30				
11:10	8:01	9:42	12:55	8:05	9:54	9:13	TP.....TAPPEN.....D	62.6	74	9:13	11:59 AM	4:44	4:17	6:45	3:20				
11:50 AM	8:38	10:06	1:10	8:17	10:06	9:25	DO.....DAWSON.....N	57.0	168	9:02	11:50	4:35	4:05	6:20	3:10				
12:10 PM	8:51	10:21	1:15	8:22	10:11	9:30	.....SIFTON.....	54.1	73	8:52	11:39	4:28	3:47	6:08	3:00				
12:50	9:16	10:42	1:24	8:32	10:18	9:37	ST.....STEELE.....N	49.2	160	8:45	11:38	4:16	3:40	5:52	2:50				
1:27	9:38	10:55	1:27	8:40	10:22	9:41	.....RANKIN.....	46.3	73	8:40	11:38	4:12	3:38	5:43	2:40				
1:45	10:00	11:21	1:35	8:46	10:29	9:49	.....GENEVA.....	41.6	75	8:32	11:21	4:05	3:25	5:25	2:30				
2:16	10:18	11:40 AM	1:40	8:50	10:33	9:53	DR.....DRISCOLL.....D	38.4	146	8:29	11:16	4:01	3:20	5:15	2:20				
2:35	10:40	12:10 PM	1:47	8:56	10:40	10:00	.....ANGORA.....	33.5	73	8:21	11:08	3:52	3:10	4:58	2:10				
3:05	11:05	12:27	1:52	8:59	10:44	10:04	SD.....STERLING.....N	30.8	132	8:17	11:05	3:48	3:05	4:50	2:00				
3:25	11:34	1:05	2:00	9:07	10:55	10:12	MZ.....MCKENZIE.....D	24.0	161	8:07	10:55	3:37	2:50	4:28	1:50				
3:46	11:55 AM	1:40	2:09	9:13	11:05	10:20	BU.....BURLEIGH.....D	18.6	146	8:00	10:44	3:29	2:41	4:11	1:40				
4:10	12:16 PM	2:10	2:17	9:20	11:13	10:28	.....APPLE CREEK.....	13.4	74	7:52	10:37	3:21	2:30	3:54	1:30				
4:22	12:27	2:50	2:25	9:28	11:18	10:32	.....PIERCE.....	10.4	73	7:49	10:33	3:17	2:25	3:45	1:20				
4:45	12:50	3:35	2:47	9:38	11:40 AM	10:45	BI.....BISMARCK.....N	5.8	145	7:43	10:25	3:10	2:12	3:30	1:10				
5:30 PM	1:30 PM	4:20 PM	3:05 PM	9:50 PM	12:01 PM	11:00 PM	A.....MANDAN.....N	0.0	450	7:30 PM	10:10 AM	2:55 AM	1:55 PM	3:05 AM	1:00 AM				
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Except Sunday				
11:00	9:00	9:15	3:35	2:50	3:16	2:55	.....Time over District.....			2:58	3:03	3:10	4:00	7:20	10:20				
9.8	11.9	11.6	29.8	37.7	32.9	36.7	.....Average Speed per Hour.....			36.1	35.2	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 10 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.

Derail switch on east end Windsor passing track to be set and locked for derail only when cars left on this track. All other derail switches to be set and locked for derail 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 male 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, 788), First Class Trains (135, 136), Stations (Jamestown, Reeves, Ypsilanti, Montpelier, Adrian, Dickey, Grand Rapids, La Moure), and distances from Jamestown/Oakes.

See Current Time Table of the Fargo Division.

Table showing additional stations and times for the James River and Oakes Branches, including Independence, Clover, 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. Between La Moure and Independence train and engine men will be governed by Fargo Division Time Table and orders and special instructions from the Superintendent of the Fargo Division. Nos. 787 and 788 will carry male passengers.

WEST BOUND DEVILS LAKE BRANCH EAST BOUND

Table for Devils Lake Branch. Includes columns for Third Class Trains (781, 782), First Class Trains (131, 132), Stations (Jamestown, Parkhurst, Buchanan, Pingree, Edmunds, Melville, Carrington, Guphill, Barlow, New Rockford, Divide, Shevenne, Oberon, Lallie, Minnewaukan, Brinsmade, Leeds), and distances from Jamestown.

WEST BOUND SYKESTON BRANCH EAST BOUND

Table for Sykeston Branch. Includes columns for Third Class Trains (785, 786), First Class Trains (133, 134), Stations (Carrington, Dover, Sykeston, Heaton, Bowdon, Chaseley, Hurdsfield, Goodrich, Denhoff, McClusky, Mercer, Turtle Lake), and distances from Carrington.

REGISTERING STATIONS—Jamestown, Carrington, Oberon, Leeds and Turtle Lake. BULLETIN STATIONS—Jamestown, Carrington, Leeds and Turtle Lake. STANDARD CLOCK—Jamestown and Carrington. Devils Lake Branch trains will protect themselves against Main Line trains between Devils Lake Junction and the passenger depot at Jamestown. Sykeston Branch trains will protect themselves against Devils Lake Branch Line trains between "Wye" switch and Carrington. Except Devils Lake Branch freight trains will keep clear of trains 133 and 134. Nos. 781, 782, 785 and 786 will carry male passengers.

WEST BOUND		LINTON BRANCH			EAST BOUND		
2ND CLASS TRAINS						2ND CLASS TRAINS	
<b>465</b>						<b>466</b>	
MIXED						MIXED	
Ex. Sunday						Ex. Sunday	
10.30 AM	WCY	492	0.0	.....McKENZIE..... D	44.7	101	3.00 PM
				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	12.9	.....BESSOBA.....	31.8	24	F 3.40
				6.8			
F 9.25		DK 19	19.7	.....DANA.....	25.0	Spur 3	F 4.00
				8.1			
9.00	W	DK 23	27.8	.....HAZELTON..... D	10.9	38	4.25
				3 rings			
8.25		DK 37	36.7	.....TEMPLETONVILLE.....	8.0	24	5.00
				8.0			
8.00 AM	WCY	DK 45	44.7	.....LINTON..... D	0.0	94	5.30 PM
				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 Bch.)

**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 Works Spur.....	West end.

**BRANCH LINES.**

**Devils Lake Branch.**

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

**LAP SIDINGS.**

Lap Sidings are located at the following points:

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

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

**AUTHORIZED SURGEONS, DAKOTA DIVISION.**

**LOCATION OF STRETCHERS (S).**

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

S. A. WILDER,  
Train Master.

F. C. HUNTINGTON,  
Train Master.

W. G. HOWLAND,  
Chief Dispatcher.

**TONNAGE RATING—FREIGHT ENGINES**

DISTRICTS.	ENGINES.											
	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
Main Line—West Bound. Jamestown to Windsor..... Windsor to Mandan.....	1550 1035	39 27	1690 1570	42 39	1710 1615	43 40	1800 1920	45 48	2000 2000	50 50	2500 2700	62 68
Main Line—East Bound. Mandan to Bismarck..... Bismarck to Windsor..... Mandan to Windsor.....											2500 2700	62 68
Windsor to Jamestown.....	1530	38	2250	56	2350	59	2600	65	2800	70	Car Limit	
Devils Lake Branch—West Bound. Jamestown to Edmunds..... Edmunds to New Rockford..... New Rockford to Leeds.....	590 1085 590	15 27 15	860 1570 860	21 39 21	885 1615 885	22 40 22	1055 1920 1055	26 48 26				
Devils Lake Branch—East Bound. Leeds to Divide..... Divide to Jamestown.....	590 1280	15 32	860 1655	21 41	885 1710	22 43	1055 2265	26 56				
Sykeston Branch—West Bound. Carrington to Sykeston..... Sykeston to Turtle Lake.....	1085 725	27 18	1570 1060	39 26	1615 1090	40 27	1920 1300	48 32				
Sykeston Branch—East Bound. Turtle Lake to Denhoff..... Denhoff to Bowdon..... Bowdon to Carrington.....	650 820 1410	16 21 35	955 1200 2035	24 30 51	975 1225 2100	24 31 52	1165 1460 2485	29 37 62				
Oberon Branch—West Bound. Oberon to Maddock..... Maddock to Esmond.....	1280 820	32 21	1855 1200	46 30	1910 1225	48 31	2265 1460	56 37				
Oberon Branch—East Bound. Esmond to Maddock..... Maddock to Oberon.....	820 1410	21 35	1200 2035	30 51	1225 2100	31 52	1460 2485	37 62				
J. R. & O. Branch—West Bound. Oakes to Independence..... Independence to LaMoure..... LaMoure to Jamestown.....	820 1560 1085	21 39 27	1200 2250 1570	30 56 39	1225 2320 1615	31 58 40	1460 2750 1920	37 69 48				
J. R. & O. Branch—East Bound. Jamestown to LaMoure..... LaMoure to Independence..... Independence to Oakes.....	1175 725 1560	29 18 39	1700 1060 2250	42 26 56	1750 1090 2320	44 27 58	2080 1300 2750	52 33 69				
Linton Branch—West Bound. Linton to Hazelton..... Hazelton to McKenzie.....	590 1410	15 35	860 2035	21 51	885 2100	22 52	1055 2485	26 62				
Linton Branch—East Bound. McKenzie to Linton.....	490	12	720	18	735	18	885	22				
Cannon Ball Branch—West Bound. Mandan to Cannon Ball..... Cannon Ball to Mott.....	915 755	23 19	1360 1125	34 28	1420 1170	35 29	1660 1375	42 34	1990 1640	50 41		
Cannon Ball Branch—East Bound. Mott to Cannon Ball..... Cannon Ball to Mandan.....	1065 1260	27 31	1570 1855	39 46	1640 1940	41 48	1920 2265	48 57	2305 2725	57 68		

**WEST BOUND MISSOURI RIVER AND WESTERN DAKOTA LINES. EAST BOUND**

SECOND CLASS		Water, Coal, Scales, Tables and Wye	Station Number	Distance from Mandan	Time Table No. 34 April 23, 1911. Succeeding No. 33-A. Mountain or 105th Meridian Time.		Distance from Mott	Capacity of Side Tracks	SECOND CLASS	
	467					468				
	MIXED								MIXED	
	Except Sunday.								Except Sunday.	
	7.00Am	W	515	0.0	A.....MANDAN.....N 0.9	128.7	980		4.40Pm	
	7.05			0.9	.....JUNCTION..... 0.9	127.8	No Siding		4.35	
	7.20		DJ 8	7.8	.....JENNIE..... 5.0	120.9	No Siding		4.15	
	7.40		DJ 13	12.8	.....SCHMIDT..... 7.3	115.9	34		4.00	
	8.10	W	DJ 20	20.1	.....NINETEEN..... 7.8	108.6	28		3.35	
	8.45		DJ 28	27.9	GW.....QWYTH..... 7.7	100.8	42		3.00	
	9.10	Y	DJ 36	35.6	.....CANNON BALL JCT..... 1.1	93.1	No Siding		2.30	
	9.25	W	DJ 37	36.7	.....CANNON BALL..... 1.1	92.0	28		2.25	
	9.30	Y	DJ 36	37.8	.....CANNON BALL JCT..... 10.7	90.9	No Siding		2.05	
	10.20		DM 11	48.5	.....SOLEN..... 7.2	80.2	28		1.35	
	10.50	W	DM 18	55.7	.....PARKIN..... 3.7	73.0	21		1.05	
	11.05		DM 22	59.4	MR.....TIMMER..... 7.8	69.3	36		12.50	
	11.35		DM 30	67.2	.....GALL..... 5.0	61.5	No Siding		12.20	
	11.55Am 12.30Pm	WC	DM 35	72.2	FH.....FLASHER..... 8.6	56.5	56		12.01Pm 407	
	1.05		DM 43	80.8	.....LARK..... 3.9	47.9	21		11.05Am	
	1.25	W	DM 47	84.7	.....THIAN..... 5.9	44.0	28		10.40	
	2.00		DM 53	90.6	.....CARSON..... 6.8	38.1	36		10.15	
	2.25		DM 60	97.4	.....LAWTHER..... 7.1	31.3	21		9.50	
	3.00		DM 67	104.5	SY.....ELGIN..... 5.3	24.2	50		9.30	
	3.25		DM 72	109.8	NE.....NEW LEIPZIG..... 3.9	18.9	18		9.00	
	3.45	W	DM 76	113.7	.....BIRDSALL..... 6.5	15.0	40		8.40	
	4.15		DM 83	120.2	.....BURT..... 8.5	8.5	21		8.10	
	5.00Pm	WGY	DM 91	128.7	MO.....MOTT..... D	0.0	45		7.45Am	
	Except Sunday.								Except Sunday.	
	10.0				Time Over District.				8.55	
	12.8				Average Speed Per Hour.				14.4	

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 conditions.

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.

