

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME **41F** TABLE

In Effect at 12:01 A. M. Central or 90th Meridian Time.

(Except Eighth and Ninth Sub-Divisions)

Mountain or 105th Meridian Time for Eighth and Ninth Sub-Divisions

SUNDAY, OCTOBER 22, 1916.

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.

J. M. RAPELJE,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. E. BERNER,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE.)

EASTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.		Distance from Mandan	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		THIRD CLASS
	779	605	603	7	3				1	STATIONS			2	4	8	602	780	
Way Freight	Freight	Freight	Passenger	Passenger	Passenger			Telegraph Offices and Calls	Passenger	Passenger	Passenger		Freight	Way Freight				
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily		Daily	Tue., Thur. and Sat.				
L 7:15 ^{AM} ₆₀₂	L 4:30 ^{AM}	L 9:40 ^{AM}	L 11:30 ^{AM}	L 9:00 ^{AM}	L 8:51 ^{PM}	WC OTY	409	0.0	JY.....JAMESTOWN.....DN	107.3	Yard	As 10 25 ^{PM}	As 12 53 ^{PM}	As 6 02 ^{PM}	A 7 15 ^{AM} ₇₇₀	A 3 00 ^{PM}		
7:35	5:00	10:13	11:40	9:10	9:01		414	4.5	BX.....BERNER.....N	102.8	80	10:13	12:41	5:49	6:57	2:37		
s 7:45	5:12	10:30	s 11:45	9:14	9:05		416	7.0	EG.....ELDRIDGE.....D	100.3	ES0 W80	10:09	12:37	s 5:45	6:47	s 2:25		
8 05	5:30	10:55	11:56 ^{AM}	9:23	9:13		421	12.0	.....OSWEGO.....P	95.3	80	10:01	12:29	5:37	6:30	2:00	
s 8:25	5:45	11:16	s 12:06 ^{PM}	9:32	9:22		425	16.2	WR.....WINDSOR.....DN	91.1	ES0 W80	9:55	12:22	s 5:29	6:13	s 1:40		
s 8:45	6:00 ₆₀₂	11:35 ^{AM}	s 12:16 ₄	9:38	9:29		429	20.0	CD.....CLEVELAND.....D	87.3	ES0 W80	9:49	12:16 ₇	s 5:22	6:00 ₆₀₅	s 1:20		
9:20	6:35	12:07 ^{PM}	12:27	9:47	9:39		434	25.0	.....DON.....P	81.7	80	9:39 ₁	12:07 ₆₀₃	5:11	6:37	12:50	
s 9:40	6:55	12:38 ₇₋₇₈₀	s 12:33 ₆₀₃₋₇₈₀	9:52	9:44	W	438	28.7	MD.....MEDINA.....DN	78.5	ES0 W80	9:34	12:02 ^{PM}	s 5:04	6:26	s 12:38 ₇₋₇₈₀ - 12:28 ₆₀₃		
10:01 ₃	7:08	12:50	12:38	9:56 ₇₇₉	9:48		440	31.4	.....SOUTHDOWN.....P	75.9	80	9:30	11:58 ^{AM}	4:57	5:17	12:15 ^{PM}	
s 10:25	7:37	1:22	s 12:50	10:05	9:57		440	37.5	CS.....CRYSTAL SPRINGS.....N	69.8	ES0 W80	9:21	11:50 ₇₈₀	s 4:46	4:55	s 11:55 ^{AM} ₄		
10:45	7:57	1:45	12:58	10:11	10:04	W	450	41.0	.....LADOGA.....P	65.7	ES0 W80	9:15	11:44	4:38	4:40	11:20	
s 11:00	8:13	2:00	s 1:04	10:16	10:09		454	44.6	TP.....TAPPEN.....D	62.7	80	9:10	11:40	s 4:32	4:28	s 11:00		
s 11:30 ₄	8:41	2:28	s 1:15	10:27 ₇₈₀	10:18	WC	459	50.2	DO.....DAWSON.....DN	57.1	ES0 W80	9:00	11:30 ₇₇₀	s 4:20	4:06	s 10:27 ₃		
11:45 ^{AM}	8:57	2:43	1:21	10:33	10:23		463	53.1	.....SIFTON.....P	54.2	80	8:54	11:21	4:12	3:55	10:13	
s 12:15 ^{PM}	9:23	3:08	s 1:31	10:42	10:32		467	58.0	ST.....STEELE.....DN	49.3	ES0 W80	f 8:47	11:14	s 4:03	3:37	s 9:54		
12:30	9:38 ₇₈₀	3:22	1:37	10:46	10:36		470	60.8	.....RANKIN.....P	46.5	80	8:43	11:10	3:57	3:27	9:38 ₆₀₅	
12:55	10:05	3:48 ₈	1:46	10:53	10:44		474	65.5	.....GENEVA.....P	41.8	80	8:36	11:03	3:48 ₆₀₃	3:10	9:18	
s 1:15	10:22	4:01	s 1:52	10:58 ₄	10:49		478	68.7	DR.....DRISCOLL.....D	38.0	ES0 W80	8:32	10:58 ₃	s 3:42	2:57	s 9:05		
1:45	10:50 ₄	4:25	2:01	11:06	10:57		483	73.0	.....ANGORA.....P	33.7	80	8:24	10:50 ₆₀₅	3:32	2:40	8:40	
s 2:11 ₇	11:15 ₃	4:37	s 2:06 ₇₇₉	11:10 ₆₀₅	11:01	W	486	70.4	SG.....STERLING.....DN	30.9	ES0 W80	8:20	10:45	s 3:27	2:28	s 8:23		
s 2:36	11:40	5:08	s 2:19	11:21	11:10	WY	492	83.2	MZ.....McKENZIE.....D	24.1	ES8 W80	8:09	10:34	s 3:15	2:03	s 7:55		
s 3:02 ₈	11:59 ^{AM}	5:34	s 2:29	11:29	11:18		497	88.0	BU.....BURLEIGH.....DN	18.7	ES0 W80	8:01	10:26	s 3:02 ₇₇₉	1:45	s 7:30		
f 3:26	12:20 ^{PM}	5:58	f 2:39	11:36	11:25		506	93.8	.....APPLE CREEK.....P	13.5	80	7:53	10:18	f 2:51	1:25	f 7:03	
3:35	12:31	6:13	2:45 ₈	11:40	11:29		508	96.8	.....PIERCE.....	10.5	80	7:49	10:14	2:45 ₇	1:15	6:47	
								99.3	.....SOO LINE CROSSING.....	8.0							
s 3:55	12:50	6:35	s 2:55	11:47	11:36	W	510	101.5	BI.....BISMARCK.....DN	5.8	ES5 W60	s 7:40	10:05	s 2:34	12:55	s 6:25		
A 4:30 ^{PM}	A 1:30 ^{PM}	A 7:15 ^{PM}	As 3:20 ^{PM}	As 12:10 ^{PM}	As 11:59 ^{PM} ₆₀₂	WC OTY	515	107.8	A.....MANDAN.....DN	0.0	Yard	L 7:25 ^{PM} ₆₀₃	L 9:50 ^{AM}	L 2:17 ^{PM}	L 12:30 ^{AM} ₁	L 6:00 ^{AM}		
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Tue., Thur. and Sat.		
9:15	9:00	9:35	3:43	3:03	3:01				.....Time Over Sub-division.....			2:57	3:00	3:40	6:45	9:00	
11.6	11.9	11.1	28.8	35.1	35.5				.....Average Speed per Hour.....			36.3	35.7	29.2	15.9	11.9	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
MANUAL BLOCK—BETWEEN JAMESTOWN AND ELDRIDGE 7:00 a. m. to 7:00 p. m.; BETWEEN JAMESTOWN AND BERNER 7:00 p. m. to 7:00 a. m.

Nos. 779 and 780 will carry adult male passengers.
Nos. 3 and 4 will take water at Dawson.
No. 3 will stop at McKenzie except Sunday.
Nos. 7 and 8 will stop at Jamestown Shops opposite storeroom to discharge and receive company express.
Passenger trains stopping at Crystal Springs to discharge or take on passengers will make stop at building just east of crossing at east end of siding, instead of telegraph office.

The first switch leading to the north side of yard, west of the James River bridge at Jamestown, is the Junction with Third Sub-division (Devils Lake Branch). See Rule 98.
The extreme east switch on Eastward track at Jamestown, is the Junction with Second Sub-division (James River Branch). See Rule 98.
The first switch north of main track at extreme east end Mandan yard is the Junction with Ninth Sub-division (Mandan North Line). See Rule 98.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 5.

WESTWARD

SECOND SUB-DIVISION
(JAMES RIVER AND OAKES BRANCHES)

EASTWARD

WESTWARD

THIRD SUB-DIVISION
(DEVILS LAKE BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Oakes	Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.		Distance from Jamestown	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
787	155	154	788				Passenger	Way Freight					
Way Freight	Passenger	Passenger	Way Freight	STATIONS		Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	
Tue., Thur. and Sat.	Ex. Sun.	Ex. Sun.	Mo., Wed. and Fri.	Telegraph Offices and Calls		Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	
L 8.00AM	L 2.45PM	WCY DD 60	0.0	OX.....OAKES.....D	69.5	72	A	1.20PM	A	3.40PM			
s 8.30	s 3.05 788	DD 02	7.5	GR.....GLOVER.....D	62.0	35	s	1.03	s	3.05 155			
s 9.00AM	s 3.29PM	Y DA 83	15.2	.....INDEPENDENCE.....	54.3	58	s	12.46PM	s	2.00PM		

See Current Time Table of the Fargo Division.

s 10.00AM	s 3.46PM	WYC DA 88	20.5	OR.....LA MOURE.....D	49.0	151	s	12.01PM	s	12.30PM		
s 10.30	s 4.05	DD 41	28.2	GD.....GRAND RAPIDS...D	41.3	60	s	11.43AM 788	s	11.48 154		
s 11.22AM 154	s 4.27	DD 33	36.8	DQ.....DICKEY.....D	32.7	60	s	11.22 787	s	11.00		
s 12.06PM	s 4.44	W DD 26	43.1	DN.....ADRIAN.....D	26.4	18	s	11.04	s	10.26		
s 12.37	s 5.02	DD 19	50.5	MP.....MONTPELIER.....D	10.0	26	s	10.44	s	9.35		
s 1.03	s 5.19	DD 13	56.6	PI.....YPSILANTI.....D	12.9	84	s	10.26	s	9.00		
f 1.27	s 5.34	DD 7	62.1	.....REEVES.....	7.4	Spur 8	f	10.10	f	8.35		
A 2.00PM	A 5.55PM	WC OTY 400	60.5	MIDLAND CONT'L. CROSSING 0.4	6.4							
Tue., Thur. and Sat.	Ex. Sun.			JY.....JAMESTOWN.....DN	0.0	Yard	L	9.50AM	L	8.00AM		
5.00	2.53							Ex. Sun.		Mo., Wed. and Fri.		
12.8	22.7			.....Time Over Sub-division.....				2.40		6.10		
				.....Average Speed per Hour.....				24.1		10.4		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 787 and 788 will carry adult male passengers.

The switches at Independence and LaMoure will be set for the Fargo & South Western Branch, Fargo Division. Between LaMoure and Independence, train and enginemen will be governed by Fargo Division Time Table and orders and special instructions from the Superintendent of Fargo Division.

See Special Rules and Instructions on page 5.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.		Distance from Leeds	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS	THIRD CLASS
781	171	157	158	172	782				Passenger	Mixed			Way Freight		
Way Freight	Mixed	Passenger	Passenger	Mixed	Way Freight	STATIONS		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	
L 5.30AM	L 9.15AM	L 12.05PM	WC OTY 400	0.0	JY.....JAMESTOWN.....DN	108.5	Yard	A	4.00PM	A	5.25PM	A	3.05PM		
f 5.56	f 9.40	f 12.20	DE 7	6.4	.....PARKHURST.....	102.1	28	f	3.38	f	4.50	f	2.42		
s 6.20	f 10.00	s 12.37	DE 14	13.4	BC.....BUCHANAN.....D	95.1	27	s	3.18	f	4.30	s	2.12		
s 6.47	A 10.30AM	s 12.55	DE 21	21.3	PN.....PINGREE.....D	87.2	86	s	2.54	L	4.10PM	s	1.39		
s 7.10		s 1.11 782	W DE 28	27.8	EM.....EDMUNDS.....D	80.7	35	s	2.34			s	1.11 157		
s 7.35		s 1.28	DE 35	34.6	MV.....MELVILLE.....D	73.0	33	s	2.15			s	12.38PM		
s 8.10		158 1.45 s 2.00	CY DE 44	43.0	CN.....CARRINGTON.....D	64.0	134	157 1.50 s 1.40				s	11.59AM		
				44.5	.....SOO LINE CROSSING.....	64.0									
				48.2	.....GUPTILL.....	60.3	20	f	1.29			f	11.00		
f 9.00		f 2.13	W 1/2 mi DE 48	48.2	.....BARLOW.....D	56.6	35	s	1.20			s	10.45		
s 9.30		s 2.24	DE 51	52.0	GREAT NORTHERN CROSSING 0.2 Interlocked	49.0									
s 10.20 782		s 2.46	DE 60	59.7	NR.....NEW ROCKFORD.....D	48.8	85	s	1.01			s	10.20 781		
f 10.50		f 3.04	DE 66	66.0	.....DIVIDE.....	42.5	30	f	12.46			f	10.00		
s 11.30AM		s 3.18	W DE 71	70.8	NY.....SHEVENNE.....D	37.7	38	s	12.34			s	9.40		
s 12.12PM 158		s 3.43	WY DE 70	79.5	OB.....OBERON.....D	29.0	77	s	12.12 781			s	9.10		
f 1.09		f 3.54	DE 83	83.4	.....LALLIE.....	25.1	25	f	12.02PM			f	8.50		
s 1.40		s 4.14	DE 90	90.3	MW.....MINNEWAUKAN...D	18.2	57	s	11.45AM			s	8.26		
				96.4	.....SOO LINE CROSSING.....	12.1									
s 2.20		s 4.38	DE 99	98.8	BR.....BRINSMADE.....D	9.7	40	s	11.24			s	8.00		
A 3.00PM		A 5.05PM	WCY DE 108	108.6	LD.....LEEDS.....D	0.0	80	L	11.00AM			L	7.30AM		
Ex. Sun.	Ex. Sun.	Ex. Sun.						Ex. Sun.	Ex. Sun.	Ex. Mon.					
9.30	1.15	4.45						.....Time Over Sub-division.....	4.50	1.15	7.35				
11.4	17.0	22.8						.....Average Speed per Hour.....	22.4	17.0	14.3				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 781 and 782 will carry adult male passengers.

Third Sub-division trains will protect themselves against First Sub-division first class trains at Jamestown.

Fifth Sub-division trains will protect themselves against Third Sub-division trains at Carrington except Third Sub-division freight trains will keep clear of trains 159 and 160.

No. 171 will start from Jamestown Passenger station. No. 172 will terminate at Jamestown Passenger station.

See Special Rules and Instructions on page 5.

WESTWARD		FOURTH SUB-DIVISION (WILTON BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.				SECOND CLASS	
171		STATIONS				172	
Mixed		Telephone Offices				Mixed	
Ex. Sun.						Ex. Sun.	
L 10.40AM	WS B wat	DE 21	0.0	.....PINGREE.....D	92.8	80	As 3.55PM
s 11.15		DR 0	8.8	.....VASHTI.....	84.0	25	s 3.20
s 11.36		DR 15	15.4	.....GOLDWIN.....	77.4	25	s 2.52
W 11.55AM 12.30PM	W	DR 20	20.5	.....WOODWORTH.....D	72.3	45	s 2.30
s 12.50		DR 20	20.3	.....MARSTON.....	60.5	25	s 1.55
s 1.30 173		DR 32	31.9	.....PETTIBONE.....D	60.9	45	s 1.30 171
1.50		DR 37	30.7	.....WILLIAMS.....	50.1	Spur 15	1.12
s 2.20	WC	DR 45	44.7	.....ROBINSON.....D	48.1	45	12.45 12.05PM
s 3.00		DR 55	54.0	.....TUTTLE.....D	38.2	25	s 11.29AM
s 3.37		DR 63	63.0	.....ARENA.....D	28.8	25	s 10.50
s 4.07	W	DR 69	68.8	.....WING.....D	24.0	45	s 10.32
s 5.07		DR 81	80.7	.....REGAN.....D	12.1	25	s 9.41
s 5.29		DR 86	85.9	.....STILL.....	0.9	Spur 15	s 9.10
A 6.00PM	WCY	DR 93	92.8	.....WILTON.....D	0.0	50	L 8.50AM
Ex. Sun.							Ex. Sun.
6.45				.....Time Over Sub-division.....			6.25
13.7				.....Average Speed per Hour.....			14.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

See Special Rules and Instructions on page 5.

WESTWARD		SIXTH SUB-DIVISION (OBERON BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.				SECOND CLASS	
173		STATIONS				174	
Mixed		Telephone Offices and Calls				Mixed	
Ex. Sun.						Ex. Sun.	
L 4.00PM	WCY	DE 79	0.0	OB.....OBERON.....D	27.5	77	A 11.35AM
s 4.20		DH 5	5.3	.....JOSEPHINE.....	22.2	25	s 11.10
s 4.40		DH 10	10.3	FA.....FLORA.....D	17.2	25	s 10.45
s 5.10	W 2 mi E	DH 15	15.5	MK.....MADDOCK.....D	12.0	49	s 10.25
s 5.30		DH 20	20.4	HS.....HESPER.....D	7.1	20	s 9.50
s 5.45		DH 24	24.2	.....PENDENNIS.....	3.3	20	s 9.32
A 6.00PM	WCY	DH 28	27.5	ES.....ESMOND.....D	0.0	55	L 9.20AM
Ex. Sun.							Ex. Sun.
2.00				.....Time Over Sub-division.....			2.15
13.7				.....Average Speed per Hour.....			12.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

See Special Rules and Instructions on page 5.

WESTWARD		FIFTH SUB-DIVISION (SYKESTON BRANCH)				EASTWARD	
THIRD CLASS		Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.				FIRST CLASS	
785		STATIONS				160	
Way Freight		Telephone Offices and Calls				Passenger	
Mo., Wed. and Fri.						Ex. Sun.	
L 8.30AM		DE 44	0.0	CN.....CARRINGTON.....D	84.9	134	A 12.50PM
f 9.00		DF 7	7.2	.....DOVER.....	77.7	15	s 12.28
s 9.50		DF 13	13.1	SQ.....SYKESTON.....D	71.8	34	s 12.13PM
s 10.35		DF 19	20.1	H.....HEATON.....D	64.8	30	s 11.53AM
s 11.30 160		DF 27	27.8	BD.....BOWDON.....D	57.1	37	s 11.30 785
s 11.50AM		DF 32	33.1	CH.....CHASELEY.....D	51.8	20	s 11.17
s 12.30PM		DF 38	38.4	HD.....HURDSFIELD.....D	40.5	40	s 11.03
s 1.20		DF 47	47.9	GH.....GOODRICH.....D	37.0	23	s 10.37
s 2.15		DF 54	54.4	DF.....DENHOFF.....D	30.5	27	s 10.18
s 3.05		DF 63	63.4	MC.....McCLUSKEY.....D	21.5	43	s 9.52
s 4.15		DF 70	70.3	RC.....MERCER.....D	8.6	25	s 9.15
A 4.50PM		DF 84	84.9	TU.....TURTLE LAKE.....D	0.0	61	L 8.50AM
Mo., Wed. and Fri.							Ex. Sun.
8.20				.....Time Over Sub-division.....			4.00
10.1				.....Average Speed per Hour.....			13.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 785 and 786 will carry adult male passengers. Fifth Sub-division trains will protect themselves against Third Sub-division trains between "Wye" switch and Carrington, except Third Sub-division freights will keep clear of trains 159 and 160. See Special Rules and Instructions on page 5.

WESTWARD		SEVENTH SUB-DIVISION (LINTON BRANCH)				EASTWARD	
SECOND CLASS		Time Table No. 41F. OCTOBER 22, 1916. Succeeding No. 41E.				SECOND CLASS	
175		STATIONS				176	
MIXED		Telephone Offices and Calls				MIXED	
Ex. Sun.						Ex. Sun.	
L 3.20PM	WCY	492	0.0	.....McKENZIE.....D	44.6	161	A 10.30AM
f 3.40		DK 7	6.9	.....BURDICK.....	37.7	20	f 10.05
s 3.55		DK 11	11.5	.....MOFFITT.....P	33.1	Spur 5	s 9.50
			12.5	.....SOO LINE CROSSING.....	32.1		
f 4.20		DK 19	19.7	.....DANA.....	24.9	Spur 8	f 9.25
s 4.50	W	DK 28	27.7	.....HAZELTON.....D	16.9	60	s 9.00
s 5.20		DK 37	36.6	.....TEMVIK.....D	8.0	20	s 8.25
A 5.50PM	WCY	DK 45	44.6	.....LINTON.....D	0.0	94	L 8.00AM
Ex. Sun.							Ex. Sun.
2.30				.....Time Over Sub-division.....			2.30
17.8				.....Average Speed per Hour.....			17.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Tracks inside yard limit boards at Linton are joint with the C. M. & St. P. Ry. While using joint tracks, trains will give precedence to C. M. & St. P. trains of superior class. See Special Rules and Instructions on page 5.

WESTWARD

EIGHTH SUB-DIVISION (MANDAN SOUTH LINE.)

EASTWARD

WESTWARD

NINTH SUB-DIVISION (MANDAN NORTH LINE.)

EASTWARD

Table for Eighth Sub-Division (Mandan South Line) showing train schedules for Third Class, First Class, and Third Class. Includes columns for Time Table No. 41F, October 22, 1916, and stations like Mandan, Schaidt, Huff, Cannon Ball Jct., Solen, Breien, Timmer, Gall, Flasher, Lark, Thian, Carson, Heil, Elgin, New Leipzig, Odessa, Burt, and Mott.

Table for Ninth Sub-Division (Mandan North Line) showing train schedules for Third Class, First Class, and Third Class. Includes columns for Time Table No. 41F, October 22, 1916, and stations like Mandan, Harmon, Price, Sanger, Hensler, Fort Clark, Hazen, Beulah, Zap, Golden Valley, Dodge, Halliday, Wernner, Dunn Center, and Killdeer.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 791 and 792 will carry adult male passengers. See Special Rules and Instructions on page 5. Nos. 163 and 164 will stop at Rock Haven on flag. Ninth Sub-division first class trains will protect themselves against First Sub-division first class trains between junction switch one mile east of Mandan and Mandan passenger station. Switch back track at Waterworks Spur 3 1/2 miles north of Mandan will be lined up for the industry track in order to act as derail.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 789 and 790 will carry adult male passengers. See Special Rules and Instructions on page 5. Eighth Sub-division first class trains will protect themselves against First Sub-division first class trains between junction switch one mile east of Mandan and Mandan passenger station.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Car Factor	CLASS OF ENGINE.									
			W and W 2		T and L 9		R		D 5		D 3	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
FIRST— Westward...	Jamestown to Windsor.....	5	1300	26	800	18	700	16	500	15	400	12
	Windsor to Mandan.....	12	3200	64	2100	42	1900	38	1570	31	1085	22
FIRST— Eastward...	Mandan to Bismarek.....	12	1850	40	1250	30	800	25	600	20	500	15
	Bismarek to Windsor.....	12	3200	64	2100	42	1900	38	1570	31	1085	22
	Windsor to Jamestown.....	12					Car Limit					
SECOND— Westward...	Oakes to Independence.....	15					1460	37	1200	30	820	21
	Independence to La Moure...	15					2750	69	2250	56	1560	39
	La Moure to Jamestown.....	15					1920	48	1570	39	1035	27
SECOND— Eastward...	Jamestown to Reeves.....	15	1600	35	1100	30	1000	35	800	30	650	25
	Reeves to La Moure.....	15					2080	52	1700	42	1175	29
	La Moure to Independence...	15					1300	33	1060	26	725	18
THIRD— Westward...	Independence to Oakes.....	15					2750	69	2250	56	1560	39
	Jamestown to Parkhurst.....	15	1300	26	800	18	700	16	500	15	400	12
	Parkhurst to Edmunds.....	15			1260	32	1055	26	860	21	590	15
	Edmunds to New Rockford...	15			2000	50	1920	48	1570	39	1085	27
THIRD— Eastward...	New Rockford to Leeds.....	15			1260	32	1055	26	860	21	590	15
	Leeds to Divide.....	15			1260	32	1055	26	860	21	590	15
FOURTH— Westward...	Divide to Jamestown.....	15			2500	62	2265	56	1655	41	1280	32
	Pingree to Wilton.....	15			1000	27	875	22	750	19	500	13
FOURTH— Eastward...	Wilton to Woodworth.....	15			1000	25	800	22	700	19	450	12
	Woodworth to Pingree.....	15			2250	56	2000	50	1500	37	1125	29
FIFTH— Westward...	Carrington to Sykeston.....	15					1920	48	1570	39	1085	27
	Sykeston to Turtle Lake.....	15					1300	32	1060	26	725	18
FIFTH— Eastward...	Turtle Lake to Denhoff.....	15					1165	29	955	24	650	16
	Denhoff to Bowden.....	15					1460	37	1200	30	820	21
	Bowden to Carrington.....	15					2485	62	2035	51	1410	35
SIXTH— Westward...	Oberon to Maddock.....	15					2265	56	1855	46	1280	32
	Maddock to Esmond.....	15					1460	37	1200	30	820	21
SIXTH— Eastward...	Esmond to Maddock.....	15					1460	37	1200	30	820	21
	Maddock to Oberon.....	15					2485	62	2035	51	1410	35
SEVENTH— Westward...	McKenzie to Linton.....	15					885	22	720	18	490	12
SEVENTH— Eastward...	Linton to Hazelton.....	15					1055	26	860	21	590	15
	Hazelton to McKenzie.....	15					2485	62	2035	51	1410	35
EIGHTH— Westward...	Mandan to Cannon Ball.....	15			1990	50	1660	42	1360	34	915	23
	Cannon Ball to Mott.....	15			1640	41	1375	34	1125	28	755	19
EIGHTH— Eastward...	Mott to Cannon Ball.....	15			2305	57	1920	48	1570	39	1065	27
NINTH— Westward...	Cannon Ball to Mandan.....	15			2725	68	2265	57	1855	46	1260	31
	Mandan to Stanton.....	15			2725	68	2265	57	1855	46	1260	31
	Stanton to Golden Valley....	15			1800	45	1500	38	1200	30	850	21
NINTH— Eastward...	Golden Valley to Killdeer....	15			1500	38	1250	31	1000	25	700	17
NINTH— Eastward...	Killdeer to Mandan.....	15					Water Grade.					

For each car added to the number specified above, deduct the car factor in tons from rating of engine; for each car less than the number specified above, add the car factor in tons to rating of engine. In figuring tonnage of the car, less than 1000 pounds will not be counted; 1000 pounds or more will be counted one ton.

To secure 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, enginemen will designate to conductors the number of tons to be reduced and will wire the Superintendent why reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the engineman 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.

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.

COMMERCIAL SPURS

FIRST SUB-DIVISION.

DISTANCE FROM JAMESTOWN.

- BISMARCK PENITENTIARY SPUR..... 98½ Miles.
- BISMARCK MILITARY SPUR..... 99½ Miles.
- BISMARCK WATER WORKS SPUR..... 102½ Miles.

SECOND SUB-DIVISION.

- SINGLETON..... 4.3 MILES FROM OAKES.

THIRD SUB-DIVISION.

- FARQUAR..... 39 MILES FROM JAMESTOWN.

FIFTH SUB-DIVISION.

- GARLAND..... 4 MILES FROM CARRINGTON.

NINTH SUB-DIVISION.

DISTANCE FROM MANDAN.

- WATER WORKS SPUR..... 3½ Miles.
- ROCK HAVEN SPUR..... 4½ Miles.

S. A. WILDER,
Trainmaster.

P. J. COLEMAN,
Trainmaster.

J. J. MULROY,
Trainmaster.

H. W. GILLETTE,
Chief Dispatcher.

