

United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILROAD

DAKOTA DIVISION

TIME 44A 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, NOVEMBER 10, 1918.

For the Government of Employes only. The Railroad 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.

A. M. BURT,
Assistant 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			STATIONS			FIRST CLASS			THIRD CLASS
779			605		7			Time Table No. 44A. NOVEMBER 10, 1918. Succeeding No. 44.			8			780
Way Freight			Freight		Passenger			STATIONS			Passenger			Way Freight
Mo., Wed. and Fri.			Daily		Daily			Telegraph Offices and Calls			Daily			Tue., Thur. and Sat.
L 7:00AM	L 4:30AM	L 9:40AM	L 11:30AM	L 8:50AM	L 9:38PM	JY..... JAMESTOWN..... DN	107.3	Yard	As 10:00PM	As 12:53PM	As 6:07PM	A 3:00PM		
7:20	5:00	10:13	11:40	9:00	9:49 ₂	BX..... BERNER..... N	102.8	82	9:49 ₁	12:41	5:55	2:37		
s 7:30	5:12	10:30	s 11:45	9:04	9:54	EG..... ELDRIDGE..... D	100.3	E80 W81	9:43	12:37	s 5:50	s 2:25		
7:50	5:30	10:55	11:56AM	9:13	10:03	..... OSWEGO..... P	95.3	82	9:36	12:29	5:41	2:00	
s 8:10	5:45	11:16	s 12:06PM	9:22	10:11	WR..... WINDSOR..... DN	91.1	E80 W82	9:30	12:22	s 5:33	s 1:40		
s 8:35	6:05	11:35AM	s 12:16	9:28	10:18	CD..... CLEVELAND..... D	87.3	E80 W80	9:25	12:16 ₇	s 5:25	s 1:20		
9:00	6:33	12:07PM	12:27	9:36	10:28	..... DON..... P	81.7	82	9:17	12:07 ₆₀₃	5:14	12:50	
s 9:15 3 9:40	6:50	12:27 ₇ 12:33 ₇₈₀	s 12:33 603-780	9:40 770	10:33	MD..... MEDINA..... DN	78.6	E80 W84	9:12	12:02PM	s 5:07	s 12:387- 12:27 ₆₀₃		
10:06	7:05	12:50	12:38	9:44	10:37	..... SOUTHDOWN..... P	75.9	82	9:08	11:58AM	5:00	12:15PM	
s 10:32	7:35	1:22	s 12:50	9:53	10:46	..... CRYSTAL SPRINGS..... P	69.8	E80 W82	8:59	11:50 ₇₈₀	s 4:48	s 11:50AM 11:44 ₄	
10:50	7:49	1:45	f 12:58	9:59	10:53	LG..... LADOGA..... DN	65.7	E82 W81	8:53	11:44	f 4:40	11:20		
s 11:05	8:15	2:00	s 1:04	10:04	10:58	TP..... TAPPEN..... D	62.7	80	8:48	11:40	s 4:34	s 11:00		
s 11:31	8:45	2:28	s 1:15	10:15	11:08	DO..... DAWSON..... DN	57.1	E70 W82	8:38	11:31 ₇₇₀	s 4:22	s 10:36		
11:45AM	9:00	2:43	1:21	10:21 ₇₈₀	11:13	..... SIFTON..... P	54.2	80	8:32	11:23	4:14	10:21 ₃	
s 12:15PM	9:25	3:03	s 1:31	10:30	f 11:22	ST..... STEELE..... DN	49.3	E80 W80	f 8:24	s 11:16	s 4:04	s 9:54		
12:30	9:38 ₇₈₀	3:22	1:37	10:34	11:27	..... RANKIN..... P	46.5	80	8:19	11:11	3:58	9:38 ₆₀₅	
12:55	9:59	3:49	1:46	10:41	11:35	..... GENEVA..... P	41.8	80	8:12	11:05	3:49 ₆₀₃	9:10	
s 1:15	10:11	4:01	s 1:52	10:46	11:40	DR..... DRISCOLL..... D	38.6	E80 W80	8:07	11:01	s 3:43	s 8:50		
1:45	10:32	4:24	2:01	10:53	11:47	..... ANGORA..... P	33.7	80	8:00	10:53 ₃	3:33	8:25	
s 2:01 7 2:06	3 10:42 4 10:57	4:34	s 2:06 770	10:57 605	11:51PM	SG..... STERLING..... DN	30.9	E82 W81	7:56	10:47 ₆₀₅	s 3:28	s 8:10		
s 2:36	11:40	5:03	s 2:19	11:08	12:01AM	MZ..... MCKENZIE..... D	24.1	E88 W81	7:45	10:36	s 3:15	s 7:35		
s 3:02	11:59AM	5:26	s 2:29	11:17	12:09	BU..... BURLEIGH..... DN	18.7	E80 W80	7:37	10:28	s 3:02 ₇₇₀	s 7:05		
f 3:26	12:20PM	5:46	f 2:39	11:24	12:17	..... APPLE CREEK..... P	13.5	80	7:29	10:20	f 2:51	f 6:50	
3:35	12:31	6:00	2:45 ₈	11:28	12:22	..... PIERCE..... P	10.5	80	7:24	10:16	2:45 ₇	6:40	
						..... SOO LINE CROSSING..... Interlocked.	8.0						
s 3:55	12:50	6:25	s 2:55 3:02	11:36 11:43	12:30 12:38	BI..... BISMARCK..... DN	5.8	E85 W60	s 7:15 7:12	s 10:07 10:02	s 2:34 2:29	s 6:25		
A 4:30PM	A 1:30PM	A 6:55PM	As 3:20PM	As 11:59AM	As 12:55AM	A..... MANDAN..... DN	0.0	Yard	L 7:00PM 603	L 9:50AM	L 2:17PM	L 6:00AM		
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Tue., Thur. and Sat.		
9.00	8.45	9.09	3.43	3.02	3.09	..... Time Over Sub-division.....			2.57	2.58	3.45	8.43	
11.9	12.2	11.7	28.8	35.3	34.0	..... Average Speed per Hour.....			36.3	36.0	25.6	12.3	

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.
Automatic Block—East end Mandan yard from a point 1900 feet West of the junction switch to Ninth Sub-division (Mandan North Line) to a point 7500 feet East thereof, and that portion of the Mandan North Line from junction switch to a point 300 feet West, and East switch of lead, and also cross over from main line to lead.

Nos. 779 and 780 will carry adult male passengers.
 Nos. 3 and 4 will take water at Dawson.
 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.

The first switch west of main line switch of lead to east end of Mandan yard is the Junction with Eighth Sub-division, (Mandan South Line) see Rule 98.
 After using the standpipe at Ladoga, the spout must be left pointing west.
 Pusher-engines helping freight trains to Windsor will not cut off until the west switch of north siding is reached.
 Maximum speed of passenger trains is one minute, or sixty seconds per mile. This limit MUST NEVER be exceeded.

WESTWARD

SECOND SUB-DIVISION
(JAMES RIVER AND OAKES BRANCHES)

EASTWARD

Table with columns: THIRD CLASS (787), FIRST CLASS (155), Time Table No. 44A, STATIONS, FIRST CLASS (154), THIRD CLASS (788). Includes station names like OAKES, GLOVER, INDEPENDENCE.

See Current Time Table of the Fargo Division.

Table with columns: L, s, A, W, Y, WC, OTY, Station Numbers, Distance from Oakes, STATIONS, Distance from Jamestown, Car Capacity of Sidings, FIRST CLASS, THIRD CLASS. Includes station names like LA MOURE, GRAND RAPIDS, DICKEY, ADRIAN, MONTPELIER, YPSILANTI, REEVES, MIDLAND CONT'L. CROSSING, JAMESTOWN.

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 engineers 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 pages 5 and 6.

WESTWARD

THIRD SUB-DIVISION
(DEVILS LAKE BRANCH)

EASTWARD

Table with columns: THIRD CLASS (781), SECOND CLASS (171), FIRST CLASS (157), Time Table No. 44A, STATIONS, FIRST CLASS (158), SECOND CLASS (172), THIRD CLASS (782). Includes station names like JAMESTOWN, PARKHURST, BUCHANAN, PINGREE, EDMUNDS, MELVILLE, CARRINGTON, SOO LINE CROSSING, GUPTILL, BARLOW, NEW ROCKFORD, DIVIDE, SHEYENNE, OBERON, LALLIE, MINNEWAUKAN, BRINSMADE, LEEDS.

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.

Trains 157 and 158 will stop at Soo Line crossing station between Brinsmade and Minnewaukan and wait for passengers from Soo Line train from either direction if in sight at the time No. 157 and No. 158 reach this point.

See Special Rules and Instructions on pages 5 and 6.

WESTWARD

FOURTH SUB-DIVISION (WILTON BRANCH)

EASTWARD

Table for Fourth Sub-Division (Wilton Branch) showing Time Table No. 44A, November 10, 1918. Includes columns for Second Class (171), Stations (Pingree, Vashti, Goldwin, Woodworth, Marstonmoor, Pettibone, Lake Williams, Robinson, Tuttle, Arena, Wing, Regan, Still, Wilton), and Second Class (172). Includes 'Time Over Sub-division' and 'Average Speed per Hour'.

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

See Special Rules and Instructions on pages 5 and 6.

WESTWARD

SIXTH SUB-DIVISION (OBERON BRANCH)

EASTWARD

Table for Sixth Sub-Division (Oberon Branch) showing Time Table No. 44A, November 10, 1918. Includes columns for Second Class (173), Stations (Oberon, Josephine, Flora, Maddock, Hesper, Pendennis, Esmond), and Second Class (174). Includes 'Time Over Sub-division' and 'Average Speed per Hour'.

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

See Special Rules and Instructions on pages 5 and 6.

WESTWARD

FIFTH SUB-DIVISION (SYKESTON BRANCH)

EASTWARD

Table for Fifth Sub-Division (Sykeston Branch) showing Time Table No. 44A, November 10, 1918. Includes columns for Third Class (785), First Class (159), Stations (Carrington, Dover, Sykeston, Heaton, Bowdon, Chaseley, Hurdsfield, Goodrich, Denhoff, McCluskey, Picardville, Mercer, Turtle Lake), and First Class (160), Third Class (786). Includes 'Time Over Sub-division' and 'Average Speed per Hour'.

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 pages 5 and 6.

WESTWARD

SEVENTH SUB-DIVISION (LINTON BRANCH)

EASTWARD

Table for Seventh Sub-Division (Linton Branch) showing Time Table No. 44A, November 10, 1918. Includes columns for Second Class (175), Stations (McKenzib, Burdick, Moffitt, Soo Line Crossing, Dana, Hazelton, Temvik, Linton), and Second Class (176). Includes 'Time Over Sub-division' and 'Average Speed per Hour'.

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 pages 5 and 6.

WESTWARD		EIGHTH SUB-DIVISION (MANDAN SOUTH LINE.)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 44A. NOVEMBER 10, 1918. Succeeding No. 44. Mountain or 105th Meridian Time.		STATIONS		FIRST CLASS		THIRD CLASS					
789	161	Passenger	Way Freight	162	790	Passenger	Way Freight	790					
Mon., Wed. and Fri.	Ex. Sun.	Mon., Wed. and Fri.	Ex. Sun.	Mon., Wed. and Fri.	Ex. Sun.	Mon., Wed. and Fri.	Ex. Sun.	Tue. Thurs. and Sat.					
L 7:00 ^{AM}	L 2:45 ^{PM} 790	WOC TY	515	0.0	A.....MANDAN.....DN 12.8	127.5	Yard	A 12:50 ^{PM}	A 2:40 ^{PM} 161				
s 7:47	s 3:18	DJ 13	12.8	12.8	.....SCHMIDT..... 7.3	114.7	34	s 12:15 ^{PM}	s 1:50			
s 8:15	s 3:37	W DJ 20	20.1	20.1	HU.....HUFF.....D 7.8	107.4	37	s 11:56 ^{AM}	s 1:10				
s 8:48	s 3:57	DJ 28	27.9	27.9	FR.....FORT RICE.....D 8.3	99.6	42	s 11:36	s 12:35 ^{PM}				
9:11	f 4:18	Y DJ 36	36.2	36.2	.....CANNON BALL JCT..... 0.6	91.3	No S'd'g	11:15	11:55 ^{AM}			
s 9:33	s 4:23	W DJ 37	36.8	36.8	CB.....CANNON BALL.....D 0.6	91.9	28	s 11:13	s 11:50				
9:38	4:25	Y DJ 38	36.2	36.2	.....CANNON BALL JCT..... 10.9	91.3	No S'd'g	f 11:08	11:42			
s 10:40 103	s 4:53	DM 11	47.1	47.1	SN.....SOLEN.....D 7.3	80.4	30	s 10:40 789	s 11:15				
s 11:03	s 5:12	W DM 18	54.4	54.4	.....BREIEN..... 3.7	73.1	13	s 10:21	s 10:55			
s 11:20	s 5:22	DM 22	58.1	58.1	MR.....TIMMER.....D 8.0	69.4	35	s 10:11	s 10:40				
f 11:56 ^{AM}	f 5:43	DM 30	66.1	66.1	.....GALL..... 4.9	61.4	Spur 5	f 9:50	f 10:22			
s 12:29 ^{PM}	s 5:56	WC DM 35	71.0	71.0	FH.....FLASHER.....D 8.6	56.5	54	s 9:37	s 10:10				
s 1:08	s 6:18	DM 43	79.6	79.6	RK.....LARK.....D 4.0	47.9	22	s 9:15	s 9:25				
f 1:26	f 6:29	DM 47	83.6	83.6	.....THIAN..... 5.8	43.9	20	f 9:04	f 9:10			
s 1:53	s 6:44	W DM 53	89.4	89.4	CO.....CARSON.....D 6.8	38.1	35	s 8:49 790	s 8:49 8:31 102				
s 2:23	s 7:01	DM 60	96.2	96.2	HI.....HEIL.....D 7.1	31.3	21	s 8:31	s 8:10				
s 2:55	s 7:20	DM 67	103.3	103.3	SY.....ELGIN.....D 5.4	24.2	50	s 8:13	s 7:45				
s 3:19	s 7:34	DM 72	108.7	108.7	NB.....NEW LEIPZIG.....D 3.8	18.8	50	s 7:59	s 7:25				
s 3:36	s 7:44	W DM 76	112.5	112.5	.....ODESSA..... 6.5	15.0	42	s 7:49	s 7:05			
s 4:05	s 8:01	DM 83	119.0	119.0	B.....BURT.....D 8.5	8.5	33	s 7:32	s 6:50				
A 4:45 ^{PM}	A 8:25 ^{PM}	WCY DM 91	127.5	127.5	MO.....MOTT.....D	0.0	44	L 7:10 ^{AM}	L 6:30 ^{AM}				
Mon., Wed. and Fri.	Ex. Sun.							Ex. Sun.	Tue. Thurs. and Sat.				
9.45	5.40				.....Time Over Sub-division.....			5.40	7.52			
13.1	22.5				.....Average Speed per Hour.....			22.5	18.0			

WESTWARD		NINTH SUB-DIVISION (MANDAN NORTH LINE.)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 44A. NOVEMBER 10, 1918. Succeeding No. 44. Mountain or 105th Meridian Time.		STATIONS		FIRST CLASS		THIRD CLASS					
791	163	Passenger	Way Freight	164	792	Passenger	Way Freight	792					
Mon., Wed. and Fri.	Ex. Sun.	Mon., Wed. and Fri.	Ex. Sun.	Mon., Wed. and Fri.	Ex. Sun.	Mon., Wed. and Fri.	Ex. Sun.	Tue. Thurs. and Sat.					
L 7:00 ^{AM}	L 3:00 ^{PM}	WOC TY	515	0.0	A.....MANDAN.....DN 10.8	122.2	Yard	A 12:40 ^{PM}	A 4:00 ^{PM}				
s 7:32	s 3:28 792	DW 10	10.8	10.8	.....HARMON..... 10.3	111.4	71	s 12:08 ^{PM}	s 3:28 103			
s 8:12	s 3:54	DW 20	21.1	21.1	.....PRICE..... 7.0	101.1	62	s 11:46 ^{AM}	s 2:30			
s 8:40	s 4:12	W DW 27	28.1	28.1	SR.....SANGER.....D 7.6	94.1	40	s 11:27	s 2:05				
s 9:30	s 4:31	DW 35	35.7	35.7	.....HENSLER..... 8.7	86.5	72	s 11:07	s 1:30			
s 10:44 104	s 4:54	DW 43	44.4	44.4	FC.....FORT CLARK.....D 9.1	77.8	28	s 10:44 791	s 1:00				
s 11:15 ^{AM}	s 5:17	WY C DW 52	53.5	53.5	SK.....STANTON.....D 11.9	68.7	41	s 10:20	s 12:16 ^{PM}				
s 12:15 ^{PM}	s 5:48	DW 65	65.4	65.4	HN.....HAZEN.....D 5.2	56.8	33	s 9:48	s 11:15 ^{AM}				
s 12:55	s 6:09	W 1 1/2 M. E. DW 73	73.6	73.6	BH.....BEULAH.....D 7.1	48.6	38	s 9:26	s 10:15				
s 1:25	s 6:28	DW 80	80.7	80.7	Z.....ZAP.....D 7.2	41.5	24	s 9:07	s 9:28				
s 2:10	s 6:47	W IMW DW 87	87.9	87.9	GV.....GOLDEN VALLEY.....D 6.8	34.3	24	s 8:48 792	s 8:48 8:29 104				
s 2:40	s 7:05	DW 94	94.7	94.7	D.....DODGE.....D 7.3	27.5	26	s 8:29	s 8:05				
s 3:10	s 7:25	DW101	102.0	102.0	HA.....HALLIDAY.....D 5.7	20.2	28	s 8:09	s 7:40				
s 3:45	s 7:41	W DW107	107.7	107.7	WN.....WERNER.....D 7.8	14.5	28	s 7:54	s 7:20				
s 4:20	s 8:03	DW115	115.5	115.5	DU.....DUNN CENTER.....D 6.7	6.7	28	s 7:33	s 7:00				
A 4:50 ^{PM}	A 8:25 ^{PM}	WCY DW122	122.2	122.2	KD.....KILLDEER.....D	0.0	40	L 7:15 ^{AM}	L 6:40 ^{AM}				
Mon., Wed. and Fri.	Ex. Sun.							Ex. Sun.	Tue. Thurs. and Sat.				
9.50	5.25				.....Time Over Sub-division.....			5.25	9.01			
12.4	22.5				.....Average Speed per Hour.....			22.5	13.5			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK—EAST END MANDAN YARD—See Page 1.

Nos. 791 and 792 will carry adult male passengers.
See Special Rules and Instructions on pages 5 and 6.
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 pages 5 and 6.
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.
Track connection with C. M. & St. P. at New Leipzig.

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS.

1. Jamestown Dispatcher's Office, Jamestown Yard Office, Mandan, Carrington.

BULLETIN STATIONS.

2. Jamestown, Mandan, Carrington, Esmond, Linton.

REGISTERING STATIONS.

3. Jamestown, Mandan, LaMoure, Independence, Oakes, Pingree, Carrington, Oberon, Leeds, Wilton, Turtle Lake, Esmond, (McKenzie for Seventh Sub-Division only), Linton, Mott, Killdeer.
Enginemen will not be required to consult register except at initial or starting point. See Rule 83-n.

MAXIMUM GRADE.

4. Windsor to Jamestown.

MAXIMUM GRADE OPERATION.

5. Before descending maximum grade, freight trains must come to a full stop, air brakes must be tested and known to be working through and signal received by engineman from rear end of train. Passenger trains will be governed by Rule 703. On freight trains eastward, Windsor to Jamestown, retainers will be used; conductors and enginemen will be governed by instructions contained on pages 277 to 280, inclusive, in the Book of Instructions for Maintaining and Operating Air Brakes and Signal Apparatus.

Conductor will instruct head brakeman to ascertain from engineman the number of retainers he desires set up to insure control of train.

The passing track at Oswego being on maximum grade, conductors and enginemen must be careful to set up enough retainers at Windsor to insure their being able to make the stop at Oswego in case there is a train to be met there. Special attention of all concerned is called to the rules on pages 126 to 128, inclusive, in the Book of Rules and Regulations of the Operating Department, which apply particularly to maximum grades.

When stop is made for air test in compliance with the foregoing, conductors and enginemen will give brakemen ample time to make an inspection of train before departing. Head brakeman will go back and rear brakeman will go forward looking train over until they meet, and conductor, before giving signal to proceed, must know that this has been done.

When stop is made at Cleveland for any purpose, air test and inspection can be made at that point if desirable and when so done it will not be necessary to stop at Windsor for this purpose.

When necessary for conductor to go to office for orders, or for any other purpose, and the inspection of rear portion of train can be made by conductor when so doing, rear brakeman instead of conductor will protect rear of train, and conductor will make the inspection.

HELPER DISTRICTS.

6. Jamestown to Windsor; Mandan to Missouri River Bridge; First Sub-Division.
Jamestown and point one and one-half miles east, Second Sub-Division.
Jamestown to Parkhurst, Third Sub-Division.

YARD LIMITS.

7. Jamestown	Carrington	Ft. Rice	Sanger
Windsor	Oberon	Cannon Ball	Ft. Clark
Medina	Woodworth	Cannon Ball Jct.	Stanton
Dawson	Wilton	Solen	Hazen
Steele	Leeds	Flasher	Beulah
Bismarek	Sykeston	Carson	Golden Valley
Mandan	Bowdon	Elgin	Halliday
LaMoure	McClusky	New Leipzig	Werner
Oakes	Turtle Lake	Burt	Dunn Center
Pingree	Esmond	Mott	Killdeer
	Linton		

LAP SIDINGS.

8. Eldridge, Windsor, Cleveland, Medina, Crystal Springs, Ladoga, Steele, Driscoll, Sterling and Burleigh. Trains taking siding will head in at the lap.

REGISTER TICKETS (FORM 608).

9. Conductors of all trains (except passenger trains) will leave with operator at each open telegraph office between Berner and Bismarek, both inclusive except Berner eastbound, two register tickets properly filled out (including 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. Enginemen 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. Light engines will stop and secure ticket if operator is not out. Operator will file one copy of ticket. If operators are unable to find blanks thrown off by conductors, they will fill out one 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 office is closed. Operators going on duty will furnish the first train passing a blank reading, "No train by since open at M."

AT JAMESTOWN.

10. ALL TRAINS will move between, first switch leading to the north side of yard west of the James River Bridge, and Pittsburgh Avenue, prepared to stop unless the main track is seen or known to be clear.
Eastward Third Sub-Division trains, except No. 158, will come to a stop before striking curve parallel with the east yard lead, and before starting will sound whistle as a warning to switchmen and others who may be working on the east yard lead.
Owing to the grade east of Fifth Avenue, passenger enginemen will leave the brakes fully applied before cutting off engine.
Hand brakes must be set on all cars left on coach track and spur tracks east of Fifth Avenue. Employees must not depend upon air holding cars. In setting out cars on tracks between Sixth Avenue and James River Bridge, same requirements will apply. Switch Foremen will be held responsible for knowing that their helpers comply with these instructions, and conductors will be held responsible for knowing that their brakemen comply with them.
Westward first class trains and passenger extras will use first track south of passenger station; eastward first class trains and passenger extras will use second track south of passenger station; westward second and inferior class and extra trains will use third track south of passenger station; eastward second and inferior class and extra trains will use fourth track south of passenger station. Switchtenders are located at Pittsburgh Avenue and at Sixth Avenue. Westward first class trains will come to a stop east of Pittsburgh Avenue unless switches are right and track clear. Westward second and inferior class and extra trains will come to a stop east of Pittsburgh Avenue.
Helper engines returning after helping trains on Third Sub-Division will come to a full stop west of the connection between track 19 and the Third Sub-Division main track, and will move slowly on the Third Sub-Division between this point and east end of yard, looking out for switch engines moving on leads and using cross-overs on north side of yard.

MISCELLANEOUS.

11. First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.
12. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop approaching trains. If necessary to modify instructions by telephone, flagmen should write instructions in order that they will remember and not become confused as to the instructions received.
13. Trains setting out cars at Bismarek when no switch engine there will be governed as follows:
All merchandise cars must be left on the house track.
Merchandise cars must be placed at freight house platform if there is room. If no room at platform leave them west of freight house on house track.
No. 2 track is not to be used in setting out cars except when no other track is available.
14. At Wilton No. 171 will leave their coaches at the end of main track opposite depot to be picked up by No. 172. All trains approaching Wilton will expect to find these coaches on the main track at depot between the arrival of No. 171 and the departure of No. 172.

AUTOMATIC BLOCK.

1. The use of the Main Line (First Sub-Division) from a point 7 500 feet east of the Mandan North Line Junction to a point 1,900 feet west thereof by Westward trains is controlled by automatic block signals. The Mandan North Line (Ninth Sub-Division) for 300 feet from the junction switch is similarly controlled for trains coming off that line. The use of the junction switch, the east switch to Mandan Yard, and the cross-over from yard lead to Main Line used by Mandan South Line trains, controls the automatic block signals in this territory.
2. Switch indicators are located at Mandan North Line junction switch, east switch of Mandan yard, and at the side track end of the cross-over from yard lead to main line used by Mandan South Line trains. These indicators are normally at STOP and equipped with push buttons. Before one of these switches is opened the push button must be used to ascertain whether or not the automatic block district is occupied.
3. Trains coming off Mandan North Line must not pass signal 1993 before pushing button at junction switch and securing a clear indication and then opening switch, which clears signal.
4. Following amendment has been made to Rule 501:
504-c. When a train is stopped by block signal having a square-ended arm, painted red, with round disc below the arm (called home signal) on single track, automatic block signal territory, it may proceed when signal goes to caution or clear position, or if not immediately cleared, by obtaining authority from the Train Dispatcher, or if unable to communicate with Train Dispatcher train may proceed under protection of flag. When train is stopped by signal with a pointed arm, painted yellow, on single track, automatic block signal territory, it may proceed when signal goes to caution or clear position, or if not immediately changed, it may proceed at once under caution.
5. In automatic block signal territory trains using a cross-over will have at least one switch open while occupying any part of the cross-over.
6. A train having pusher without switch crew or a train without pusher must close switch at east end Mandan yard in order to give proper signal indication. Where switch engines act as pushers switch crew will close switch.
7. In reporting automatic signals out of order, Form 1451 instead of message blank should be used. Supplies of these blank forms are carried on hand at Trainmasters' offices, Jamestown and Mandan.

DERAIL SWITCHES.

FIRST SUB-DIVISION.

Eldridge.....	Both ends House Track.	Steele.....	Both Ends House Track.
Windsor.....	Both ends House Track.	Driscoll.....	East end House Track.
Windsor.....	East end North Siding.	Sterling.....	Both ends House Track.
Cleveland.....	West end Elevator Track.	McKenzie.....	East end Stockyard Track.
Medina.....	Both ends House Track.	Burleigh.....	East end House Track.
Crystal Springs.....	East end House Track.	Apple Creek.....	East end House Track.
Tappen.....	East end Industry Track.	Bismarck.....	West end Soo Transfer.
Dawson.....	West end House Track.	Bismarck Water Works Spur.	West end.
Dawson.....	East end Elevator Track.		

THIRD SUB-DIVISION.

Carrington.....	New Coal Dock Tracks.	New Rockford.....	West end Elevator Track.
Carrington.....	East end Soo Transfer.	Brinsmade.....	West end House Track.
New Rockford.....	West end House Track.		

FOURTH SUB-DIVISION.

Lake Williams.....	West end of House Track.
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EIGHTH SUB-DIVISION.

Burt.....	West end Elevator Track.	Breien.....	East end House Track.
Solen.....	East end House Track.		

NINTH SUB-DIVISION.

Beulah.....	East end of Mine Spur.
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Derail switch on East end Windsor North Siding to be set and locked for derail only when cars left on this track. All other derail switches to be set locked for derail at all times when not in use.

SPEED RESTRICTIONS.

BETWEEN WHAT POINTS	FOR	LIMIT, MILES PER HOUR
1. Thru interlocking plants.....	All trains.....	30
2. All points.....	Engines backing up.....	18
3. Around curves where view is obstructed.....	Engines backing up.....	12
4. All points.....	Class L9 switch engines.....	20
5. Thru main line cross-overs and turnouts.....	All trains.....	15
6. Thru branch line cross-overs and turnouts.....	All trains.....	10
7. When orders are to be handed up.....	All trains.....	15
8. Jamestown puzzle switch.....	All trains.....	6
9. All points Main Line.....	Trains handling wrecking outfit.....	25
10. All points Branch Line.....	Trains handling wrecking outfit.....	20
FIRST SUB-DIVISION		
11. Jamestown and Mandan.....	Passenger trains.....	60
12. Jamestown and Mandan.....	Class W W1 and W2 engines.....	30
13. Berner and Jamestown Yard Office.....	Eastward passenger trains.....	Use not less than 6 minutes.
14. West switch Jamestown yard and one mile west thereof.....	Eastward freight trains and light engines.....	10
15. Windsor and Berner.....	Eastward freight trains of more than 2,000 tons.....	Use not less than 30 minutes.
16. East switch Mandan yard and depot.....	Westward passenger trains.....	25
17. Around first curve east of Missouri River bridge.....	All trains.....	10
18. In Medina Gravel Pit.....	Class W engines.....	10
SECOND SUB-DIVISION.		
19. Jamestown and LaMoure.....	Freight trains.....	25
20. Independence and Oakes.....	Freight trains.....	30
21. Jamestown and Oakes.....	Passenger trains.....	35
22. Jamestown and Grand Rapids.....	Class R and heavier engines.....	20
23. Grand Rapids and LaMoure.....	Class R and heavier engines.....	15
THIRD SUB-DIVISION.		
24. Jamestown and Leeds.....	Freight trains.....	30
25. Jamestown and Leeds.....	Passenger trains.....	40
26. Thru sag 1½ miles west Jamestown.....	Class W engines.....	15
FOURTH SUB-DIVISION.		
27. Pingree and Wilton.....	All trains.....	25
FIFTH SUB-DIVISION.		
28. Carrington and Turtle Lake.....	Freight trains.....	25
29. Carrington and Turtle Lake.....	Passenger trains.....	35
30. Carrington and Turtle Lake.....	Class R and heavier engines.....	20
SIXTH SUB-DIVISION.		
31. Oberon and Esmond.....	All trains.....	20
SEVENTH SUB-DIVISION.		
32. McKenzie and Linton.....	All trains.....	25
EIGHTH SUB-DIVISION.		
33. Mandan and Mott.....	Freight trains.....	25
34. Mandan and Mott.....	Passenger trains.....	35
NINTH SUB-DIVISION.		
35. Mandan and Killdeer.....	Freight trains.....	25
36. Mandan and Killdeer.....	Passenger trains.....	35
37. MP 40 and ½ mile west.....	All trains.....	15
38. Around first curve west of Stanton depot.....	All trains.....	15

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Car Factor	CLASS OF ENGINE.											
			W and W 2		T and L 9		S 1 and S 2		R and P 3		D 5		D 3	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
FIRST— Westward...	Jamestown to Windsor.....	8	1300	26	800	16			700	14	500	10	400	8
	Windsor to Mandan.....	12	3200	64	2100	42			1900	38	1570	31	1085	22
FIRST— Eastward...	Mandan to Bismarck.....	12	1850	37	1250	25			800	25	600	12	500	15
	Bismarck to Windsor.....	12	3200	64	2100	42			1900	38	1570	31	1085	22
	Windsor to Jamestown.....	12							Car Limit					
SECOND— Westward..	Oakes to Independence.....	12					1620	41	1460	37	1200	30	820	21
	Independence to La Moure...	12					3040	76	2750	69	2250	56	1560	39
	La Moure to Jamestown.....	12					2080	52	1920	48	1570	39	1085	27
SECOND— Eastward...	Jamestown to Reeves.....	12	1600	35	1100	27	1050	26	1000	25	800	20	650	16
	Reeves to La Moure.....	12					2300	58	2080	52	1700	42	1175	29
	La Moure to Independence...	12					1700	43	1600	40	1060	26	725	18
THIRD— Westward...	Independence to Oakes.....	12					3040	76	2750	69	2250	56	1560	39
	Jamestown to Parkhurst.....	12	1300	26	800	20	780	18	700	16	500	15	400	12
	Parkhurst to Edmunds.....	12			1260	32	1175	29	1055	26	860	21	590	15
THIRD— Eastward...	Edmunds to New Rockford...	12			2000	50	1900	49	1920	48	1570	39	1085	27
	New Rockford to Leeds.....	12			1260	32	1160	29	1055	26	860	21	590	15
	Leeds to Divide.....	12			1260	32	1160	29	1055	26	860	21	590	15
FOURTH— Westward..	Divide to Jamestown.....	12			2500	62	2380	59	2265	56	1655	41	1280	32
	Pingree to Wilton.....	12			1090	27	985	25	875	22	750	19	500	13
FOURTH— Eastward...	Wilton to Woodworth.....	12			1100	27	1000	25	900	23	700	19	450	12
	Woodworth to Pingree.....	12			2250	56	2125	53	2000	50	1500	37	1125	29
FIFTH— Westward...	Carrington to Sykeston.....	12					2110	53	1920	48	1570	39	1085	27
	Sykeston to Turtle Lake.....	12					1440	36	1300	32	1060	26	725	18
FIFTH— Eastward...	Turtle Lake to Denhoff.....	12					1320	33	1165	29	955	24	650	16
	Denhoff to Hurdsfield.....	12					1600	40	1460	37	1200	30	820	21
	Hurdsfield to Bowdon.....	12					2100	53	1900	43	1450	36	1000	25
	Bowdon to Carrington.....	12					2730	68	2485	62	2035	51	1410	35
SIXTH— Westward..	Oberon to Maddock.....	12							2265	56	1855	46	1280	32
	Maddock to Esmond.....	12							1460	37	1200	30	820	21
SIXTH— Eastward...	Esmond to Maddock.....	12							1460	37	1200	30	820	21
	Maddock to Oberon.....	12							2485	62	2035	51	1410	35
SEVENTH— Westward..	McKenzie to Linton.....	12							885	22	720	18	490	12
SEVENTH— Eastward...	Linton to Hazelton.....	12							1055	26	860	21	590	15
	Hazelton to McKenzie.....	12							2485	62	2035	51	1410	35
EIGHTH— Westward..	Mandan to Cannon Ball.....	12			1990	50	1800	45	1660	42	1360	34	915	23
	Cannon Ball to Mott.....	12			1640	41	1500	37	1375	34	1125	28	755	19
EIGHTH— Eastward...	Mott to Cannon Ball.....	12			2305	57	2150	54	1920	48	1570	39	1065	27
	Cannon Ball to Mandan.....	12			2725	68	2500	62	2265	57	1855	46	1260	31
NINTH— Westward..	Mandan to Stanton.....	12			2725	68	2500	62	2265	57	1855	46	1260	31
	Stanton to Golden Valley....	12			1800	45	1650	41	1500	38	1200	30	850	21
NINTH— Eastward...	Golden Valley to Killdeer....	12			1500	38	1350	34	1250	31	1000	25	700	17
	Killdeer to Mandan.....	12							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.

AUTHORIZED SURGEONS, DAKOTA DIVISION

DR. A. W. IDE, Chief Surgeon, Brainerd.	DR. H. D. LEES, Esmond.
DR. R. H. BEACH, Chief Surgeon, Glendive.	DR. O. A. OLSON, Oberon.
DR. P. G. ARZT, Jamestown (S). Jamestown Tool Car (S). Jamestown Store Room (S).	DR. S. W. MELZER, Woodworth.
DR. L. G. SMITH, Medina.	DR. C. A. KERNER, Tuttle.
DR. T. S. PRYSE, Dawson.	DR. WM. P. THELEN, Wilton.
DR. F. B. LODGE, Steele.	DR. A. J. CLAY, Bowdon.
DR. F. R. SMYTHE, Bismarck (S).	DR. FREDERICK BROWN, McCluskey.
DR. S. G. LARRABEE, Oculist, Mandan.	DR. R. R. HOGUE, Linton.
DR. H. O. ALTNOW, Mandan (S).	DR. W. A. THOMAS, Solen.
DR. F. W. MAERCKLEIN, Oakes (S).	DR. W. R. SHORTRIDGE, Flasher.
DR. A. E. HILLIS, LaMoure.	DR. R. H. LEAVITT, Carson.
DR. O. W. McCLUSKY, Carrington (S).	DR. O. C. MAERCKLEIN, Mott (S).
DR. W. McLACHLAN, New Rockford. Leeds (S).	DR. E. L. HILLS, Hazen.
DR. J. G. VIGELAND, Brinsmade.	DR. W. F. PLASSMAN, Golden Valley.
DR. A. M. TREAT, Pingree.	DR. E. C. GAEBE, Halliday.
	DR. OSCAR SMITH, Killdeer (S).

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, or 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 surgeon be continued at the expense of the Railway Company or 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.

MAXIMUM CLEARANCES.

**LIMIT OF LOAD MEASUREMENT
Height Above Top of Rail**

	1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide	Max. Height	Max. Wide
First Sub-division, Jamestown to Mandan.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	20'-6"	20'-6"	20'-4"	19'-3"	17'-0"	15'-6"	21'-0"	11'-6"
Second Sub-division, Oakes to Jamestown.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Third Sub-division, Jamestown to Leeds.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Fourth Sub-division, Pingree to Wilton.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Fifth Sub-division, Carrington to Turtle Lake.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Sixth Sub-division, Oberon to Esmond.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	20'-8"	20'-0"	19'-6"	18'-0"	16'-0"	14'-0"	21'-0"	11'-6"
Seventh Sub-division, McKenzie to Linton.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Eighth Sub-division, Mandan to Mott.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Ninth Sub-division, Mandan to Killdeer.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"

S. A. WILDER,
Trainmaster.

J. J. MULROY,
Trainmaster.

C. T. SPONSEL,
Trainmaster.

J. L. VAUGHAN,
Trainmaster.

H. W. GILLETTE,
Chief Dispatcher.

