

# United States Railroad Administration

WALKER D. HINES, Director General of Railroads

## NORTHERN PACIFIC RAILROAD

### DAKOTA DIVISION

# TIME 45 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, JUNE 22, 1919.

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.

C. L. NICHOLS,  
Assistant General Manager.

NEWMAN KLINE,  
General Superintendent.

P. H. McCAULEY,  
Superintendent of Transportation.

W. E. BERNER,  
Superintendent.

WESTWARD

FIRST SUB-DIVISION (MAIN LINE.)

EASTWARD

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes train numbers (779, 605, 603, 7, 3, 1, 2, 4, 8, 780), times, stations, and distances. Title: Time Table No. 45, JUNE 22, 1919. Succeeding No. 44A. STATIONS: JAMESTOWN, PIPESTEM TOWER, ELDRIDGE, OSWEGO, WINDSOR, CLEVELAND, DON, MEDINA, SOUTHDOWN, CRYSTAL SPRINGS, LADOGA, TAPPEN, DAWSON, SIFTON, STEELE, RANKIN, GENEVA, DRISCOLL, ANGORA, STERLING, MCKENZIE, BURLEIGH, APPLE CREEK, PIERCE, SOO LINE CROSSING, BISMARCK, MANDAN.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK—BETWEEN PIPESTEM TOWER AND ELDRIDGE. MANUAL BLOCK—BETWEEN PIPESTEM TOWER AND ELDRIDGE.

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 to take on passengers will make stop at building just east of crossing at east end of siding, instead of telegraph office. 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 the 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. 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.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGES 5 AND 6.

WESTWARD

SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES)

EASTWARD

WESTWARD

THIRD SUB-DIVISION (DEVILS LAKE BRANCH)

EASTWARD

Table with columns: THIRD CLASS (787), FIRST CLASS (155), STATIONS, FIRST CLASS (154), THIRD CLASS (788). Includes times and station names like OAKES, GLOVER, INDEPENDENCE.

See Current Time Table of the Fargo Division.

Table with columns: L, A, times, station names like LA MOURE, GRAND RAPIDS, DICKEY, ADRIAN, MONTPELIER, YPSILANTI, REEVES, 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.

See Special Rules and Instructions on pages 5 and 6.

Table with columns: THIRD CLASS (781, 783), FIRST CLASS (165, 157), STATIONS, FIRST CLASS (158, 166), THIRD CLASS (784, 782). Includes times and station names like JAMESTOWN, PARKHURST, BUCHANAN, PINGREE, EDMUNDS, MELVILLE, CARRINGTON, SOO LINE CROSSING, DUPTILL, 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, 782, 783 and 784 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.

Trains 167 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. 168 reach this point.

At Leeds, terminus of Northern Pacific trains is the joint Northern Pacific-Great Northern station.

Merchandise cars may be placed on the main track just beyond the depot at Leeds, but must not extend west of the east line of the depot building.

All trains will approach the depot expecting to find cars on the main track just beyond.

See special Rules and Instructions on pages 5 and 6.

WESTWARD		FOURTH SUB-DIVISION (WILTON BRANCH)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 45. June 22, 1919. Succeeding No. 44A.										FIRST CLASS	THIRD CLASS
783	165	STATIONS										166	784
Way Freight	Passenger	Telegraph Offices										Passenger	Way Freight
Mon., Wed., and Fri.	Ex. Sun.	Distance from Pingree	Station Numbers	Distance from Wilton	Car Capacity of Sidings	Ex. Sun.	Tue., Thur. and Sat.	Distance from Wilton	Station Numbers	Distance from Pingree	Ex. Sun.	Tue., Thur. and Sat.	
L 8:45 AM	L 12:50 PM	0.0	DE 31	02.8	123	A 12:50 PM	A 2:25 PM	02.8	DE 31	0.0	A 12:50 PM	A 2:25 PM	
s 9:19	s 1:13	8.8	DR 9	84.0	33	s 12:22	s 1:54	84.0	DR 9	8.8	s 12:22	s 1:54	
s 9:50	s 1:30	15.4	DR 15	77.4	25	s 12:05 PM	s 1:30	77.4	DR 15	15.4	s 12:05 PM	s 1:30	
s 10:15	s 1:44	20.5	DR 20	72.3	45	s 11:52 AM	s 12:52	72.3	DR 20	20.5	s 11:52 AM	s 12:52	
s 10:42	s 1:59	26.3	DR 26	66.5	25	s 11:37	s 12:23 PM	66.5	DR 26	26.3	s 11:37	s 12:23 PM	
s 11:23	s 2:14	31.0	DR 32	60.9	43	s 11:23	s 11:55 AM	60.9	DR 32	31.0	s 11:23	s 11:55 AM	
s 11:45 AM	s 2:27	36.7	DR 37	56.1	32	s 11:11	s 11:31	56.1	DR 37	36.7	s 11:11	s 11:31	
s 12:21 PM	s 2:48	44.7	DR 45	48.1	46	s 10:51	s 10:26	48.1	DR 45	44.7	s 10:51	s 10:26	
s 1:06	s 3:14	54.0	DR 55	38.2	45	s 10:26	s 9:42	38.2	DR 55	54.0	s 10:26	s 9:42	
s 1:46	s 3:39	63.0	DR 63	28.8	46	s 10:02	s 9:02	28.8	DR 63	63.0	s 10:02	s 9:02	
s 2:09	s 3:52	68.8	DR 69	24.0	43	s 9:50	s 8:42	24.0	DR 69	68.8	s 9:50	s 8:42	
s 3:06	s 4:24	80.7	DR 81	12.1	44	s 9:20	s 7:51	12.1	DR 81	80.7	s 9:20	s 7:51	
s 3:30	s 4:38	85.0	DR 86	6.9	24	s 9:07	s 7:29	6.9	DR 86	85.0	s 9:07	s 7:29	
A 4:10 PM	A 5:00 PM	92.8	DR 93	0.0	78	L 8:50 AM	L 7:00 AM	0.0	DR 93	92.8	L 8:50 AM	L 7:00 AM	
Mon., Wed., and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.				Ex. Sun.	Tue., Thur. and Sat.	
7:25	4:10					4:00	7:00						
12.5	22.2					23.2	13.2						
Time Over Sub-division													
Average Speed per Hour													

WESTWARD		FIFTH SUB-DIVISION (SYKESTON BRANCH)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 45. June 22, 1919. Succeeding No. 44A.										FIRST CLASS	THIRD CLASS
785	159	STATIONS										160	786
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight
Mo., Wed. and Fri.	Ex. Sun.	Distance from Carrington	Station Numbers	Distance from Turtle Lake	Car Capacity of Sidings	Ex. Sun.	Tue., Thur. and Sat.	Distance from Carrington	Station Numbers	Distance from Turtle Lake	Car Capacity of Sidings	Ex. Sun.	Tue., Thur. and Sat.
L 8:30 AM	L 2:25 PM	0.0	DE 44	84.9	101	A 12:50 PM	A 1:30 PM	0.0	DE 44	84.9	101	A 12:50 PM	A 1:30 PM
f 9:00	s 2:45	7.2	DF 7	77.7	17	s 12:28	f 12:55	7.2	DF 7	77.7	17	s 12:28	f 12:55
s 9:50	s 3:01	13.1	DF 13	71.8	63	s 12:13 PM	s 12:28 PM	13.1	DF 13	71.8	63	s 12:13 PM	s 12:28 PM
s 10:35	s 3:20	20.1	DF 19	64.8	19	s 11:53 AM	s 11:53 AM	20.1	DF 19	64.8	19	s 11:53 AM	s 11:53 AM
s 11:30	s 3:41	27.8	DF 27	57.1	77	s 11:30	s 11:10	27.8	DF 27	57.1	77	s 11:30	s 11:10
s 11:50 AM	s 3:55	33.1	DF 32	51.8	10	s 11:17	s 10:45	33.1	DF 32	51.8	10	s 11:17	s 10:45
s 12:30 PM	s 4:09	38.4	DF 38	46.5	37	s 11:03	s 10:20	38.4	DF 38	46.5	37	s 11:03	s 10:20
s 1:20	s 4:35	47.9	DF 47	37.0	53	s 10:37	s 9:35	47.9	DF 47	37.0	53	s 10:37	s 9:35
s 2:15	s 4:53	54.4	DF 54	30.5	61	s 10:18	s 9:05	54.4	DF 54	30.5	61	s 10:18	s 9:05
s 3:05	s 5:18	63.4	DF 63	21.5	29	s 9:52	s 8:30	63.4	DF 63	21.5	29	s 9:52	s 8:30
s 3:40	s 5:35	69.7	DF 69	15.2	Spur 11	s 9:34	s 8:10	69.7	DF 69	15.2	Spur 11	s 9:34	s 8:10
s 4:15	s 5:54	76.3	DF 76	8.0	20	s 9:15	s 7:50	76.3	DF 76	8.0	20	s 9:15	s 7:50
A 4:50 PM	A 6:20 PM	84.9	DF 84	0.0	60	L 8:50 AM	L 7:20 AM	84.9	DF 84	0.0	60	L 8:50 AM	L 7:20 AM
Mon., Wed. and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.					Ex. Sun.	Tue., Thur. and Sat.
8:20	3:55					4:00	5:47						
10.1	21.0					21.2	14.6						
Time Over Sub-division													
Average Speed per Hour													

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

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

Nos. 783 and 784 will carry adult male passengers. See Special Rules and Instructions on pages 5 and 6.

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		SIXTH SUB-DIVISION (OBERON BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 45. June 22, 1919. Succeeding No. 44A.										SECOND CLASS	
173		STATIONS										174	
Mixed		Telegraph Offices and Calls										Mixed	
Ex. Sun.		Distance from Oberon	Station Numbers	Distance from Edmont	Car Capacity of Sidings	Ex. Sun.		Distance from Edmont	Station Numbers	Distance from Oberon	Ex. Sun.		
L 4:00 PM	WCY	0.0	DE 79	27.5	69	A 11:20 AM		0.0	DE 79	0.0	A 11:20 AM		
s 4:20		5.3	DH 5	22.2	21	s 10:35		5.3	DH 5	5.3	s 10:35		
s 4:40		10.3	DH 10	17.2	21	s 10:05		10.3	DH 10	10.3	s 10:05		
s 5:10	W 1/2 Bl E	15.5	DH 15	12.0	44	s 9:30		15.5	DH 15	15.5	s 9:30		
s 5:30		20.4	DH 20	7.1	19	s 8:35		20.4	DH 20	20.4	s 8:35		
s 5:45		24.2	DH 24	3.3	20	s 8:15		24.2	DH 24	24.2	s 8:15		
A 6:00 PM	WCY	27.5	DH 28	0.0	34	L 8:00 AM		27.5	DH 28	27.5	L 8:00 AM		
Ex. Sun.						Ex. Sun.					Ex. Sun.		
2:00						3:20					2:30		
13.7						8.0					17.8		
Time Over Sub-division													
Average Speed per Hour													

WESTWARD		SEVENTH SUB-DIVISION (LINTON BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 45. June 22, 1919. Succeeding No. 44A.										SECOND CLASS	
175		STATIONS										176	
MIXED		Telegraph Offices and Calls										MIXED	
Ex. Sun.		Distance from Mokenzie	Station Numbers	Distance from Linton	Car Capacity of Sidings	Ex. Sun.		Distance from Mokenzie	Station Numbers	Distance from Linton	Ex. Sun.		
L 3:20 PM	WCY	0.0	492	44.6	169	A 12:30 PM		0.0	492	44.6	A 12:30 PM		
f 3:40		6.9	DK 7	37.7	19	f 12:05 PM		6.9	DK 7	37.7	f 12:05 PM		
s 3:55		11.5	DK 11	33.1	Spur 10	s 11:50 AM		11.5	DK 11	33.1	s 11:50 AM		
		12.5		32.1				12.5		32.1			
f 4:20		19.7	DK 19	24.9	Spur 11	f 11:25		19.7	DK 19	24.9	f 11:25		
s 4:50	W	27.7	DK 28	16.9	42	s 11:00		27.7	DK 28	16.9	s 11:00		
s 5:20		36.6	DK 37	8.0	40	s 10:25		36.6	DK 37	36.6	s 10:25		
A 5:50 PM	WCY	44.6	DK 45	0.0	94	L 10:00 AM		44.6	DK 45	44.6	L 10:00 AM		
Ex. Sun.						Ex. Sun.					Ex. Sun.		
2:30						2:30					2:30		
17.8						17.8					17.8		
Time Over Sub-division													
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.

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.



**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, Linton, Mott, Killdeer, Eldridge (for Eastward trains only), and McKenzie (for Seventh Sub-division trains only). Enginemen will not be required to consult register except at initial or starting point. See Rule 83-A. Eastward trains will register at Eldridge by register ticket (form 608) handed to operator who will transcribe same on register. Operator at Eldridge will deliver check of register (form 602) to all Westward trains. Trains passing LaMoure, Pingree, Carrington and Oberon between 5:00 P. M. and 8:00 A. M. will not require clearance as per Rule 83-A, unless train order signal is at stop.

**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. 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 and will not exceed 25 miles per hour between James River Bridge and cross over at West end of No. 1 track. 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. 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.
12. Foremen of sections, Bridge and Building crews and extra gangs on all branch lines, including the 2nd, 3rd, 4th, 5th, 6th, 7th, 8th and 9th Sub-divisions will flag trains in accordance with Rule 928-A. Trains will run on these branches expecting to find foremen protecting unsafe track as per this rule.
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 plat'orm 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. Engines pushing trains from Mandan east will remain coupled on and continue pushing until the entire train is across Missouri River bridge. This is to insure against trains breaking in two on the bridge by reason of helper engine cutting off.
15. At a station where there are two sidings, if one of them is blocked with cars, the other will be used by trains in both directions. See Rule 90-A.
16. At Wilton No. 165 will leave their coaches at the end of main track opposite depot to be picked up by No. 166. All trains approaching Wilton will expect to find these coaches on the main track at depot between the arrival of No. 165 and the departure of No. 166.

**DOUBLE TRACK.**

17. Double track switch at Eldridge which is located just east of depot will be set for westward trains and will be handled by operator for eastward trains. Double track switch at Pipestem Tower will be set for Westward trains and will be handled by operator for eastward trains. The entrance to freight yard switch at Pipestem Tower will also be handled by operator.
18. A speed of twenty-five (25) miles per hour must not be exceeded on the crossover used by westward trains entering the double track at Pipestem Tower.
19. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of train and never between the tracks.
20. Every precaution must be taken in moving trains on double track to prevent accident from swinging doors on cars, lumber protruding from cars, or any other obstructions attached to cars or locomotives.

**AUTOMATIC BLOCK.**

- 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.
- 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.
- 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.....	East end Elevator Track.	Bismarck Water Works Spur.	West end.

**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
<b>FIRST SUB-DIVISION.</b>		
11. Jamestown and Mandan.....	Passenger trains.....	60
12. Jamestown and Mandan.....	Class W W1 and W2 engines.....	30
13. Eldridge and Pipe Stem Tower.....	Eastward Passenger trains.....	Use not less than 7 minutes.
14. Pipe Stem Tower and one mile west.....	Eastward freight trains and light engines....	10
15. Windsor and Eldridge.....	Eastward freight trains of more than 2,000 tons.....	Use not less than 23 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
<b>SECOND SUB-DIVISION.</b>		
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
<b>THIRD SUB-DIVISION.</b>		
24. Jamestown and Leeds.....	Freight trains.....	30
25. Jamestown and Leeds.....	Passenger trains.....	40
26. Through sag 1 1/2 miles west of Jamestown.....	Class W engines.....	15
27. At Leeds from First switch North of old N. P. depot to end of track.....	All trains.....	10
<b>FOURTH SUB-DIVISION.</b>		
28. Pingree and Wilton.....	Passenger trains.....	35
29. Pingree and Wilton.....	Freight trains.....	30
<b>FIFTH SUB-DIVISION.</b>		
30. Carrington and Turtle Lake.....	Freight trains.....	25
31. Carrington and Turtle Lake.....	Passenger trains.....	35
32. Carrington and Turtle Lake.....	Class R and heavier engines.....	20
<b>SIXTH SUB-DIVISION.</b>		
33. Oberon and Esmond.....	All trains.....	20
<b>SEVENTH SUB-DIVISION.</b>		
34. McKenzie and Linton.....	All trains.....	25
<b>EIGHTH SUB-DIVISION.</b>		
35. Mandan and Mott.....	Freight trains.....	25
36. Mandan and Mott.....	Passenger trains with D3 or C engines.....	35
37. Mandan and Mott.....	Passenger trains with D5 engines.....	30
38. Mandan and Mott.....	Passenger trains with heavier than D5 engines.....	25
39. Cannon Ball and Solen.....	Passenger trains.....	Do not exceed schedule time.
<b>NINTH SUB-DIVISION.</b>		
40. Mandan and Killdeer.....	Freight trains.....	25
41. Mandan and Killdeer.....	Passenger trains with C, D3 or D5 engines...	30
42. Mandan and Killdeer.....	Passenger trains with heavier than D5 engines.....	25
43. MP 40 and 1/2 mile west.....	All trains.....	15
44. 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					1300	30	1200	28	1060	26	725	18
	Independence to Oakes.....	12					3040	76	2750	69	2250	56	1560	39
THIRD— Westward...	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
	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
THIRD— Eastward...	Leeds to Divide.....	12			1260	32	1160	29	1055	26	860	21	590	15
	Divide to Jamestown.....	12			2500	62	2380	59	2265	56	1655	41	1280	32
FOURTH— Westward...	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	460	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 Hurdfield.....	12					1600	40	1460	37	1200	30	820	21
	Hurdfield 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
	Golden Valley to Killdeer....	12			1500	38	1350	34	1250	31	1000	25	700	17
NINTH— Eastward...	Killdeer to Golden Valley....	12			2000	50	1840	46	1600	40	1225	30	1050	26
	Golden Valley to Stanton....	12			3125	78	2880	72	2500	62	1900	47	1625	40
	Stanton to Ft. Clark.....	12			2500	62	2300	57	2000	50	1500	37	1300	32
	Ft. Clark to Mandan.....	12			3250	81	3000	75	2600	65	1975	49	1700	42

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. O. A. OLSON, Oberon.           |
| DR. R. H. BEACH, Chief Surgeon, Glendive.   | DR. S. W. MELZER, Woodworth.       |
| DR. W. A. GERRISH, Jamestown (S). Jamestown Tool Car (S). Jamestown Store Room (S). | DR. C. A. KERNER, Tuttle.          |
| DR. L. G. SMITH, Medina.  | DR. WM. P. THELEN, Wilton.         |
| DR. T. S. PRYSE, Dawson.  | DR. A. J. CLAY, Bowdon.            |
| DR. F. B. LODGE, Steele.  | DR. FREDERICK BROWN, McCluskey.    |
| DR. F. R. SMYTHE, Bismarek (S).   | DR. H. E. WINCHESTER, Hazleton.    |
| DR. C. E. STACKHOUSE, Bismarek.   | DR. R. R. HOGUE, Linton.           |
| DR. S. G. LARRABEE, Oculist, Mandan.  | DR. W. A. THOMAS, Solen.           |
| DR. H. O. ALTNOW, Mandan (S).   | DR. W. R. SHORTRIDGE, Flasher.     |
| DR. F. W. MAERCKLEIN, Oakes (S).  | DR. R. H. LEAVITT, Carson.         |
| DR. A. E. HILLIS, LaMoure.  | DR. O. C. MAERCKLEIN, Mott (S).    |
| DR. O. W. McCLUSKY, Carrington (S).   | DR. C. C. SMITH, Stanton.          |
| DR. W. McLACHLAN, New Rockford. Leeds (S).  | DR. L. G. EASTMAN, Hazen.          |
| DR. J. G. VIGELAND, Brinsmade.  | DR. W. F. PLASSMAN, Golden Valley. |
| DR. H. D. LEES, Esmond.   | DR. E. L. HILLS, WERNER.           |
|   | 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"

J. J. MULROY,  
Trainmaster.

C. T. SPONSEL,  
Trainmaster.

J. L. VAUGHAN,  
Trainmaster.

H. W. GILLETTE,  
Chief Dispatcher.

