

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 46 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 6, 1920.

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.

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 (605, 603), First Class (7, 3, 1), and Third Class (780). Includes station names like JAMESTOWN, PIPESTEM TOWER, ELDRIDGE, OSWEGO, WINDSOR, CLEVELAND, DON, MEDINA, SOUTHDOWN, CRYSTAL SPRINGS, LADOGA, TAPPEN, DAWSON, SIFTON, STEELE, RANKIN, GENEVA, DRISCOLL, ANORA, STERLING, MCKENZIE, BURLEIGH, APPLE CREEK, PIERCE, SOO LINE CROSSING, BISMARCK, MANDAN. Includes times and distances.

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—Between Jamestown Yard and two miles west of Pipestem Tower. Automatic Block signals govern westward trains approaching 8th and 9th Sub-Division Junctions one mile east of Mandan passenger station.

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. 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. 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, FIRST CLASS, Station Numbers, Distance from Jamestown, Car Capacity of Sidings, Time Table No. 46, JUNE 6, 1920, Succeeding No. 45, STATIONS, Telegraph Offices and Calls, Distance from Jamestown, Car Capacity of Sidings, FIRST CLASS, THIRD CLASS. Includes train numbers 787, 155, 154, 788.

See Current Time Table of the Fargo Division.

Table with columns: L, S, A, Time, Station Numbers, Distance from Jamestown, Car Capacity of Sidings, STATIONS, Telegraph Offices and Calls, Distance from Jamestown, Car Capacity of Sidings, Time, Station Numbers, Distance from Jamestown, Car Capacity of Sidings, STATIONS, Telegraph Offices and Calls, Distance from Jamestown, Car Capacity of Sidings.

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 pages 5 and 6.

WESTWARD THIRD SUB-DIVISION (DEVILS LAKE BRANCH) EASTWARD

Table with columns: THIRD CLASS, FIRST CLASS, Station Numbers, Distance from Jamestown, Car Capacity of Sidings, Time Table No. 46, JUNE 6, 1920, Succeeding No. 45, STATIONS, Telegraph Offices and Calls, Distance from Jamestown, Car Capacity of Sidings, FIRST CLASS, THIRD CLASS. Includes train numbers 781, 783, 165, 157, 158, 166, 784, 782.

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. 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 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. 46, June 6, 1920. Columns include Class (783, 165), Stations (Pingree, Vashiti, Goldwin, Woodworth, Marstonmoor, Pettibone, Lake Williams, Robinson, Tuttle, Arena, Wing, Regan, Still, Wilton), and various time and distance metrics.

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.

WESTWARD

SIXTH SUB-DIVISION (OBERON BRANCH)

EASTWARD

Table for Sixth Sub-Division (Oberon Branch) showing Time Table No. 46, June 6, 1920. Columns include Class (173), Stations (Oberon, Josephine, Flora, Maddock, Hesper, Pendennis, Esmond), and various time and distance metrics.

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. 46, June 6, 1920. Columns include Class (785, 159), Stations (Carrington, Dover, Sykeston, Heaton, Bowdon, Chaseley, Hurdsfield, Goodrich, Denhoff, McClusky, Picardville, Mercer, Turtle Lake), and various time and distance metrics.

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 "Wyo" 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. 46, June 6, 1920. Columns include Class (175), Stations (McKenzie, Burdick, Moffitt, Dana, Hazelton, Temvik, Linton), and various time and distance metrics.

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. 46. JUNE 6, 1920. Succeeding No. 45. Mountain or 105th Meridian Time.										THIRD CLASS	
789	161	STATIONS										162	790
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight
Mon., Wed. and Fri.	Ex. Sun.											Ex. Sun.	Tue. Thurs. and Sat.
L 7:00 ^{AM}	L 3:05 ^{PM}	WOC	515	0.0	A.....MANDAN.....DN	127.5	Yard	A	12:40 ^{PM}	A	2:40 ^{PM}		
s 7:47	s 3:36		DJ 18	12.8	.....SCHMIDT.....	114.7	34	s	12:05 ^{PM}	s	1:50	
s 8:15	s 3:53	W	DJ 20	20.1	HU.....HUFF.....D	107.4	37	s	11:46 ^{AM}	s	1:10		
s 8:48	s 4:12		DJ 28	27.0	FR.....FORT RICE.....D	99.0	42	s	11:26	s	12:35 ^{PM}		
9:11	f 4:31	Y	DJ 30	30.2	.....CANNON BALL JCT.....	91.3	No S'd'g	f	11:05		11:55 ^{AM}	
s 9:33	s 4:36	W	DJ 37	36.8	CB.....CANNON BALL.....D	91.9	28	s	11:03	s	11:50		
9:38	4:38	Y	DJ 30	30.2	.....CANNON BALL JCT.....	91.3	No S'd'g	f	10:58		11:42	
s 10:30 ¹⁰²	s 5:05		DM 11	47.1	SN.....SOLENN.....D	80.4	30	s	10:30 ⁷⁸⁹	s	11:15		
s 11:03	s 5:24	W	DM 18	54.4	.....BREIEN.....	73.1	13	s	10:11	s	10:55	
s 11:20	s 5:34		DM 22	58.1	MR.....TIMMER.....D	69.4	35	s	10:01	s	10:40		
f 11:56 ^{AM}	f 5:53		DM 30	66.1	.....GALL.....	61.4	Spur 5	f	9:40	f	10:22	
s 12:29 ^{PM}	s 6:06	WC	DM 35	71.0	FH.....FLASHER.....D	56.5	54	s	9:27	s	10:10		
s 1:08	s 6:27		DM 43	79.8	RK.....LARK.....D	47.9	22	s	9:05	s	9:25		
f 1:26	f 6:37		DM 47	83.6	.....THIAN.....	43.9	20	f	8:54	f	9:10	
s 1:53	s 6:52	W	DM 53	89.4	CO.....CARSON.....D	38.1	35	s	8:39 ⁷⁹⁰	s	8:39 ¹⁶²		
s 2:23	s 7:08		DM 60	96.2	HL.....HEIL.....D	31.3	21	s	8:21	s	8:00		
s 2:55	s 7:26		DM 67	103.8	SY.....ELGIN.....D	24.2	50	s	8:03	s	7:40		
s 3:19	s 7:40		DM 72	108.7	NE.....NEW LEIPZIG.....D	18.8	50	s	7:49	s	7:20		
s 3:36	s 7:50	W	DM 70	112.5	.....ODESSA.....	15.0	42	s	7:39	s	7:05	
s 4:05	s 8:05		DM 83	119.0	B.....BURT.....D	8.5	33	s	7:22	s	6:50		
A 4:45 ^{PM}	A 8:25 ^{PM}	WGY	DM 91	127.5	MO.....MOTT.....D	0.0	44	L	7:00 ^{AM}	L	6:30 ^{AM}		
Mon., Wed. and Fri.	Ex. Sun.											Ex. Sun.	Tue. Thurs. and Sat.
9.45	5.20	Time Over Sub-division.....										5.40	7.52
13.1	24.1	Average Speed per Hour.....										22.7	16.0

WESTWARD		NINTH SUB-DIVISION (MANDAN NORTH LINE.)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 46. JUNE 6, 1920. Succeeding No. 45. Mountain or 105th Meridian Time										THIRD CLASS	
791	163	STATIONS										164	792
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight
Mon., Wed. and Fri.	Ex. Sun.											Ex. Sun.	Tue. Thurs. and Sat.
L 7:00 ^{AM}	L 3:20 ^{PM}	WCO	515	0.0	A.....MANDAN.....DN	122.2	Yard	A	12:26 ^{PM}	A	3:15 ^{PM}		
s 7:32	s 3:47		DW 10	10.8	.....HARMON.....	111.4	71	s	11:53 ^{AM}	s	2:40	
s 8:12	s 4:13		DW 20	21.1	.....PRICE.....	101.1	62	s	11:31	s	2:10	
s 8:40	s 4:30	W	DW 27	28.1	SR.....SANGER.....D	94.1	40	s	11:12	s	1:40		
s 9:30	s 4:50		DW 35	35.7	.....HENSLER.....	89.5	72	s	10:52	s	1:10	
s 10:29 ¹⁰⁴	s 5:11		DW 43	44.4	FC.....FORT CLARK....D	77.8	28	s	10:29 ⁷⁹¹	s	12:45		
s 11:15 ^{AM}	s 5:33	WY	DW 52	53.5	SK.....STANTON.....D	68.7	41	s	10:05	s	12:01 ^{PM}		
s 12:15 ^{PM}	s 6:05		DW 65	65.4	HN.....HAZEN.....D	56.8	33	s	9:33	s	11:05 ^{AM}		
s 12:55	s 6:25	W 1 1/2 M. E.	DW 73	73.6	BH.....BEULAH.....D	48.6	38	s	9:11	s	10:15		
s 1:25	s 6:42		DW 80	80.7	Z.....ZAP.....D	41.5	24	s	8:52	s	9:20		
s 2:10	s 7:01	W	DW 87	87.9	GV.....GOLDEN VALLEY....D	34.3	24	s	8:33	s	8:55		
s 2:40	s 7:18	IMV	DW 94	94.7	D.....DODGE.....D	27.5	26	s	8:14	s	8:30		
s 3:10	s 7:36		DW101	102.0	HA.....HALLIDAY.....D	20.2	28	s	7:52	s	8:05		
s 3:45	s 7:50	W	DW107	107.7	WN.....WERNER.....D	14.5	28	s	7:39	s	7:45		
s 4:20	s 8:10		DW115	115.5	DU.....DUNN CENTER....D	6.7	28	s	7:16	s	7:25		
A 4:50 ^{PM}	A 8:30 ^{PM}	WGY	DW122	122.2	KD.....KILLDEER.....D	0.0	40	L	7:00 ^{AM}	L	7:05 ^{AM}		
Mon., Wed. and Fri.	Ex. Sun.											Ex. Sun.	Tue. Thurs. and Sat.
9.50	5.10	Time Over Sub-division.....										5.25	8.10
12.4	23.7	Average Speed per Hour.....										22.5	15.0

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.
 Nos. 163 and 164 will stop at Rock Haven on flag.
 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.
 Nos. 163 and 164 have no timetable authority between Mandan passenger station and junction switch of 9th Sub-Division.
 See Special Rules and Instructions on pages 5 and 6.

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

Nos. 789 and 790 will carry adult male passengers.
 Track connection with C. M. & St. P. at New Leipzig.
 Nos. 161 and 162 have no timetable authority between Mandan passenger station and junction switch of 8th Sub-Division.
 See Special Rules and Instructions on pages 5 and 6.

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS.

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

WATCH INSPECTORS.

2. A. G. Tellner, Jamestown.
Alfred Johnson, Mandan.
Andrew Lee, Carrington.

BULLETIN STATIONS.

3. Jamestown, Mandan, Carrington, Esmond, Linton.

REGISTERING STATIONS.

4. 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 it on Register. Operator at Eldridge will deliver check of Register (form 602) to Westward trains.

CLEARANCE EXCEPTIONS.

5. Eastward trains will not require a clearance at Eldridge unless train order signal is at stop or caution, except that an eastward extra running with the current of traffic without train order must secure a Clearance (form A) from Operator at Eldridge as per Rule D-97. Trains passing La Moure, Pingree, Carrington or Oberon between 5:00 P. M. and 8:00 A. M., will not require a clearance unless train order signal is at stop.

INTERLOCKING PLANTS.

6. Pipestem Tower.
Soo Line crossing east of Bismarek.
Great Northern crossing east of New Rockford.

MAXIMUM GRADE.

7. Windsor to Jamestown. Before descending, freight trains must stop, brakes must be tested and known to be working through and signal received by enginemen from rear end of train. Retainers must be used between Windsor and Jamestown. The number to be used will be determined by the engineman, and conductor will be held responsible for their application and for their release at the foot of grade. Such full use of retainers is required as will prevent placing an undue amount of braking power on any particular car or cars and as will afford full opportunity for engineman to recharge and retain maximum air pressure at all points. Special precaution should be taken if there is a train to be met at Oswego and for the purpose of controlling speed of train through the cross-over at Pipestem Tower and on the lead to Jamestown Yard. Passenger trains will make running test of air brakes as per Rule 703.
8. Before descending maximum grade, a special inspection of both sides of the entire length of train must be made by trainmen. When stop is made at Cleveland for any purpose, air test and inspection can be made at that point if desirable instead of at Windsor.

HELPER DISTRICTS.

9. Jamestown and Windsor; Mandan and Bismarek; First Sub-Division. Jamestown and point one and one-half miles east, Second Sub-Division. Jamestown and Parkhurst, Third Sub-Division.
10. 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.

YARD LIMITS.

11. 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
La Moure	McClusky	New Leipzig	Werner
Oakes	Turtle Lake	Burt	Dunn Center
Pingree	Esmond	Mott	Killdeer
	Linton		

LAP SIDINGS.

12. Windsor, Cleveland, Medina, Crystal Springs, Ladoga, Steele, Driscoll, Sterling and Burleigh. Trains taking siding will head in at the lap.
13. 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.

REGISTER TICKETS (FORM 608).

14. Conductors of all trains (except passenger trains) will leave with operator at each open telegraph office between Eldridge and Bismarek, both inclusive, except Eldridge 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.

15. First class trains are restricted in moving between second cross-over west of James River bridge and Pittsburg Avenue, to be prepared to stop unless the main track is seen or known to be clear.
16. Eastward Third Sub-Division trains, except Nos. 158 and 166, will 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 lead. Helper engines will stop west of the connection between track 19 and Third Sub-Division main track, and will move slowly 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.
17. Owing to the grade east of 5th Avenue, passenger enginemen will leave brakes fully applied before cutting off engine. Hand brakes must be set on all cars left on coach track and spur tracks east of 5th Avenue. Employees must not depend upon air holding cars. In setting out cars on tracks between 6th 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.
18. 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 Pittsburg Avenue and at Sixth Avenue. Westward first class trains will come to a stop east of Pittsburg Avenue unless switches are right and track clear. Westward second and inferior class and extra trains will come to a stop east of Pittsburg Avenue.

MISCELLANEOUS.

19. 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.
20. Before moving work trains, sound engine whistle signal as follows: Two blasts before moving ahead; three blasts before backing.
21. 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.
22. 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.
23. In storing cars on the south passing track at McKenzie, upon instructions from Superintendent as per Rule 862, the cars must be left east of the cross-over to the 7th Sub-Division and the cross-over switches must be set for the cross-over at both ends and the east wye switch must be set for the wye.
24. No. 175's passenger equipment will be left on the south leg of the wye at Linton at night and on Sundays.
25. 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.
26. At all stations, weather conditions permitting, enginemen will, before passing, obtain proceed signal from rear of train, answering as per Rule 14-B. When night signals not required, trainmen will use a white flag on staff for this purpose.

DOUBLE TRACK.

27. 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.
28. A speed of twenty-five (25) miles per hour must not be exceeded on the cross-over used by westward trains entering the double track at Pipestem Tower.
29. 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.
30. 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.
31. Trains approaching Pipestem Tower will use following whistle signal code:

INBOUND.

Yard lead — — — —
Main track — — — —

OUTBOUND.

Westbound main track — — — —
Eastbound main track — — — —

32. Eastward trains approaching Pittsburg Avenue will use following whistle signal code:

Eastbound main track — — — —
Westbound main track — — — —
J. R. & O. Branch — — — —

AUTOMATIC BLOCK AND INTERLOCKING SIGNALS.

1. The use of the main line from a point 7500 feet east of junction with Mandan north line to a point 1900 feet west thereof by westward trains is controlled by automatic block signals. The Mandan north line 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. Eastward freight trains will stop before passing Home Interlocking Signal at Pipestem Tower. Before proceeding, the train line must be fully charged so that the train may proceed on the lead track at a slow rate of speed and be prepared to stop, unless lead track is seen or known to be clear. Signalmen at Pipestem Tower are instructed not to line up route or change indication of Home Signal from stop until proper whistle signal is given after the train has stopped.
3. When automatic block signal 94.3 which is located just west of Pipestem River bridge on the yard lead at Jamestown is displayed at Stop, a train will not proceed from the yard track until the signal is changed to Caution or Proceed, except upon authority from train dispatcher. When this signal is displayed at Stop, switch engines will not pass it for a period of five minutes and then under full control until the lead track can be plainly seen to be clear all the way to Pipestem Tower.
4. Trains approaching Pipestem Tower from the west against the current of traffic will proceed through interlocking limits only upon hand signals given by the signalmen on the ground, with a yellow flag by day and a yellow light by night.
5. In reporting Automatic Block Signals out of order, form 1451, instead of message blank, should be used. Conductors are required to carry a supply of these blanks.

DERAIL SWITCHES.

FIRST SUB-DIVISION.

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

Pettibone.....	East end Elevator Track.
Lako Williams.....	West end of House Track.
Arena.....	East end Elevator Track.

EIGHTH SUB-DIVISION.

Burt.....	West end Elevator Track.	Breien.....	East end House Track.
Solen.....	East end House Track.	Flasher.....	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 yard double slip switches	All trains	6
9. All points Main Line	Trains handling wrecking outfit	25
10. All points B.anch 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. Eldridge and Pipe Stom Tower	Eastward Passenger trains	Use not less than 7 minutes.
14. Pipestem Tower and Pittsburg Ave., Jamestown	All trains	25
15. Pipestem Tower and M. P. 96 on westward track	All trains	25
16. Pipestem Tower and one mile west	Eastward freight trains and light engines	10
17. Windsor and Eldridge	Eastward freight trains of more than 2,000 tons	Use not less than 23 minutes.
18. East switch Mandan yard and depot	Westward passenger trains	25
19. Around first curve east of Missouri River bridge	All trains	10
20. In Medina Gravel Pit	Class W engines	10
SECOND SUB-DIVISION.		
21. Jamestown and LaMoure	Freight trains	25
22. Independence and Oakes	Freight trains	30
23. Jamestown and Oakes	Passenger trains	35
24. Jamestown and Grand Rapids	Class R and heavier engines	20
25. Grand Rapids and LaMoure	Class R and heavier engines	15
THIRD SUB-DIVISION.		
26. Jamestown and Leeds	Freight trains	30
27. Jamestown and Leeds	Passenger trains	40
28. Through sag 1 1/2 miles west of Jamestown	Class W engines	15
29. At Leeds from First switch North of old N. P. depot to end of track	All trains	10
FOURTH SUB-DIVISION.		
30. Pingree and Wilton	Passenger trains	35
31. Pingree and Wilton	Freight trains	30
FIFTH SUB-DIVISION.		
32. Carrington and Turtle Lake	Freight trains	25
33. Carrington and Turtle Lake	Passenger trains	35
34. Carrington and Turtle Lake	Class R and heavier engines	20
SIXTH SUB-DIVISION.		
35. Oberon and Esmond	All trains	20
SEVENTH SUB-DIVISION.		
36. McKenzie and Linton	All trains	25
EIGHTH SUB-DIVISION.		
37. Mandan and Mott	Freight trains	25
38. Mandan and Mott	Passenger trains with D3 or C engines	35
39. Mandan and Mott	Passenger trains with D5 engines	30
40. Mandan and Mott	Passenger trains with heavier than D5 engines	25
41. M. P. 5 and M. P. 9 west of Cannon Ball	Passenger trains	Do not exceed schedule time.
NINTH SUB-DIVISION.		
42. Mandan and Killdeer	Freight trains	25
43. Mandan and Killdeer	Passenger trains with C, D3 or D5 engines	30
44. Mandan and Killdeer	Passenger trains with heavier than D5 engines	25
45. MP 40 and 1/2 mile west	All trains	15
46. 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	23	1080	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
	Edmunds to New Rockford...	12			2000	50	1900	49	1920	48	1570	39	1085	27
THIRD— Eastward...	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	1080	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
	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.

