

# NORTHERN PACIFIC RAILWAY COMPANY.

## DAKOTA DIVISION

# TIME 47A 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 19, 1921.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

**C. L. NICHOLS,**  
Assistant General Manager.

**J. M. RAPELJE,**  
General Manager.

**NEWMAN KLINE,**  
General Superintendent.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

**W. E. BERNER,**  
Superintendent.

WESTWARD

FIRST SUB-DIVISION (MAIN LINE.)

EASTWARD

THIRD CLASS 779	SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Jamestown	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47.			Distance from Mandan	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS	THIRD CLASS
	605	603	7	3	1				STATIONS	2	4			8	602	780		
Way Freight	Freight	Freight	Passenger	Passenger	Passenger				Telegraph Offices and Calls				Passenger	Passenger	Passenger	Freight	Way Freight	
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	
L 7.00AM	L 4.30AM	L 9.40AM	L 11.30AM	L 9.05PM	L 8.42AM	WCX OTY	409	0.0	JY M. C. Ry. Track Conn. 2.0	DN	107.3	Yard	A 12.25PM	A 10.23PM	A 6.07PM	A 10.45AM	A 2.30PM	
7.06	4.40	9.50	11.36	9.10	8.47	X	411	2.0	SM Interlocked	DN	105.3		12.18	10.16	5.58	10.35	2.21	
s 7.30	5.05	10.25	s 11.48AM	9.19	8.57		416	7.0	EG	DN	100.3	E80 W81	12.10	10.07	s 5.50	10.15	s 2.02	
7.50	5.30	11.00	12.01PM	9.28	9.07		421	12.0		P	95.3	82	12.01PM	9.58	5.41	9.55	1.43	
s 8.10	5.51	11.25	s 12.11	9.37	9.16	X	425	16.2	WR	DN	91.1	E80 W82	11.55AM	9.51	s 5.33	9.38	s 1.27	
s 8.28	6.10	11.49AM	s 12.18	9.44	9.22		429	20.0	CD	D	87.3	E80 W80	11.49 603	9.44	s 5.25	9.22	s 1.12	
8.56 602	6.38	12.13PM	12.28 7 12.35 780	9.52	9.30		434	25.6		P	81.7	82	11.40	9.35	5.14	8.56 779	12.50	
s 9.10 9.35 1	6.53	12.28 7 12.35 780	s 12.35 603-780	9.56	9.35 779	WX	438	28.7	MD	DN	78.6	E80 W84	11.35	9.30	s 5.07	8.45	s 12.35 7-603	
9.52	7.06	12.50	12.40	10.00	9.39		440	31.4		P	75.9	82	11.31	9.26	5.00	8.35	12.15PM	
s 10.27	7.36	1.22	s 12.51	10.09	9.48		446	37.5		P	69.8	E80 W82	11.22	9.17	s 4.50	8.13	s 11.50AM	
10.51	7.58 602	1.45	f 12.58	10.15	9.54	W	450	41.6	LG	N	65.7	E82 W81	11.16	9.11	f 4.42	7.58 605	11.30	
s 11.11 2	8.11	2.00	s 1.04	10.19	9.59		454	44.6	TP	D	62.7	80	11.11 779-780	9.06	s 4.36	7.47	s 11.11 2 11.01	
s 11.38	8.36	2.28	s 1.15	10.28	10.08	WC X	459	50.2	DO	DN	57.1	E79 W82	11.01	8.57	s 4.24	7.27	s 10.31	
11.52AM	8.49	2.43	1.21	10.32	10.13 780		463	53.1		P	54.2	80	10.56	8.52	4.15	7.17	10.13 1	
s 12.15PM	9.11	3.08	s 1.31	10.40	10.21	X	467	58.0	ST	DN	49.3	E80 W80	f 10.48	s 8.45	s 4.07	6.59	s 9.45	
12.28	9.23 780	3.22	1.37	10.44	10.26		470	60.8		P	46.5	80	10.43	8.40	4.01	6.49	9.23 605	
12.51	9.45	3.54 8	1.46	10.51	10.36 2		474	65.5		P	41.8	80	10.36 1	8.33	3.54 603	6.32	9.10	
s 1.07	10.00	4.05	s 1.52	10.56	10.41		478	68.7	DR	DN	38.6	E80 W80	10.31	8.28	s 3.48	6.21	s 8.50	
1.32	10.24 2	4.27	2.01	11.03	10.49		483	73.6		P	33.7	80	10.24 605	8.21	3.37	6.03	8.25	
s 1.46 2.06 7	10.38 10.53 1	4.36	s 2.06 779	11.07	10.53 605	W	486	76.4	SG	DN	30.9	E92 W81	10.20	8.17	s 3.32	5.53	s 8.10	
s 2.36	11.28	5.02	s 2.19	11.17	11.04	WY	492	83.2	MZ	D	24.1	E88 W81	10.10	8.07	s 3.17	5.28	s 7.35	
s 3.02 8	11.55AM	5.26	s 2.29	11.25	11.13		497	88.6	BU	D	18.7	E80 W80	10.02	7.59	s 3.02 779	5.08	s 7.05	
f 3.16	12.21PM	5.46	f 2.39	11.33	11.21		506	93.8		P	13.5	80	9.54	7.51	f 2.51	4.49	f 6.50	
3.30	12.36	6.00	2.45 8	11.38	11.26		508	96.8		P	10.5	80	9.49	7.46	2.45 7	4.38	6.40	
							99.3		Interlocked.		8.0							
s 3.55	12.59	6.25	s 2.55 3.02	11.45 11.52PM	11.33 11.39	WX	510	101.5	BI Soo Line Track Conn. 5.8	DN	5.8	E85 W60	s 9.42 9.38	s 7.38 7.33	s 2.34 2.29	4.21	s 6.25	
A 4.30PM	A 1.30PM	A 6.55PM	A 3.20PM	A 12.07AM	A 11.55AM	WCX OTY	515	107.3	A	DN	0.0	Yard	L 9.25AM	L 7.20PM	L 2.17PM	L 4.00AM	L 6.00AM	
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	
8.45	8.45	9.08	3.43	2.55	3.07				Time Over Sub-division				2.56	2.58	3.45	6.45	8.20	
12.2	12.2	11.7	28.8	36.7	34.4				Average Speed per Hour				36.5	36.1	28.6	15.8	12.8	

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 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.  
 SPECIAL INSTRUCTIONS ON PAGES 5 AND 6.

WESTWARD SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES) EASTWARD

Table with columns for Third Class (787), First Class (155), and Third Class (788). Includes station names like OAKES, GLOVER, INDEPENDENCE and times for various train classes.

BETWEEN INDEPENDENCE AND LA MOURE TRAINS WILL BE GOVERNED BY FARGO DIVISION TIME TABLE

Detailed time table for the segment between Independence and La Moure, listing stations like LA MOURE, GRAND RAPIDS, DICKEY, ADRIAN, MONTPELIER, YPSILANTI, REEVES, MIDLAND CONT'L. CROSSING, and JAMESTOWN.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 5 AND 6

WESTWARD THIRD SUB-DIVISION (DEVILS LAKE BRANCH) EASTWARD

Large table for the Third Sub-Division (Devils Lake Branch) with columns for Third Class (781, 783), First Class (165, 157), and Third Class (784, 782). Lists stations from JAMESTOWN to LEEDS with detailed timing and class information.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 5 AND 6

WESTWARD		FOURTH SUB-DIVISION (WILTON BRANCH)				EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47.				FIRST CLASS	THIRD CLASS
783	165	STATIONS				166	784
Way Freight	Passenger	Telephone Offices				Passenger	Way Freight
Mon., Wed., and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.
L 8.45 AM	L 12.41 PM	DE 21	0.0	PINGREE 5.8	D 92.8	A 12.39 PM	A 1.45 PM
s 9.19	s 1.04 PM	DR 9	8.8	VASHTI 6.6	84.0	s 12.15 PM	s 1.04 PM
s 9.50	s 1.21 PM	DR 15	15.4	GOLDWIN 5.1	77.4	s 11.59 AM	s 12.25 PM
s 10.15	s 1.33 PM	YX DR 20	20.5	WOODWORTH 5.8	D 72.3	s 11.47 AM	s 11.47 AM
s 10.42	s 1.50 PM	DR 26	26.3	MARSTONMOOR 5.6	66.5	s 11.33 AM	s 11.16 AM
s 11.19 AM	s 2.05 PM	W DR 32	31.9	PETTIBONE 4.8	D 60.9	s 11.19 AM	s 10.53 AM
s 11.45 AM	s 2.18 PM	DR 37	36.7	LAKE WILLIAMS 8.0	D 56.1	s 11.07 AM	s 10.33 AM
s 12.21 PM	s 2.39 PM	C DR 45	44.7	ROBINSON 9.9	D 48.1	s 10.48 AM	s 10.00 AM
s 1.06 PM	s 3.05 PM	W DR 55	54.6	TUTTLE 9.4	D 38.2	s 10.24 AM	s 9.28 AM
s 1.46 PM	s 3.26 PM	DR 63	63.0	ARENA 4.8	D 28.8	s 10.01 AM	s 8.59 AM
s 2.09 PM	s 3.42 PM	W DR 69	68.8	WING 11.9	D 24.0	s 9.49 AM	s 8.39 AM
s 3.06 PM	s 4.14 PM	W DR 81	80.7	REGAN 5.2	D 12.1	s 9.20 AM	s 7.56 AM
s 3.30 PM	s 4.28 PM	DR 86	85.9	STILL 6.9	D 6.9	s 9.07 AM	s 7.35 AM
A 4.10 PM	A 4.50 PM	CY X DR 93	92.8	WILTON Soo Line Connection	D 0.0	L 8.50 AM	L 7.15 AM
Mon., Wed., and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.
7.25	4.09	Time Over Sub-division				3.49	6.15
12.5	22.3	Average Speed per Hour				24.3	14.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
SPECIAL INSTRUCTIONS PAGES 5 AND 6.

WESTWARD		SIXTH SUB-DIVISION (OBERON BRANCH)				EASTWARD	
SECOND CLASS	173	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47.				SECOND CLASS	174
Mixed	Mixed	STATIONS				Mixed	Mixed
Ex. Sun.	Ex. Sun.	Telephone Offices and Calls				Ex. Sun.	Ex. Sun.
L 4.00 PM	L 4.00 PM	OB	0.0	OBERON 5.3	D 27.5	A 11.20 AM	A 11.20 AM
s 4.20	s 4.20	DH 5	5.3	JOSEPHINE 5.0	22.2	s 10.55	s 10.55
s 4.40	s 4.40	DH 10	10.3	FLORA 5.2	D 17.2	s 10.35	s 10.35
s 5.10	s 5.10	W 2 mi E DH 15	15.5	MADDOCK 4.9	D 12.0	s 10.10	s 10.10
s 5.30	s 5.30	DH 20	20.4	HESPER 3.8	D 7.1	s 9.45	s 9.45
s 5.45	s 5.45	DH 24	24.2	PENNENNIS 3.3	3.8	s 9.30	s 9.30
A 6.00 PM	A 6.00 PM	WCY X DH 28	27.5	ESMOND	D 0.0	L 9.20 AM	L 9.20 AM
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.
2.00	2.00	Time Over Sub-division				2.00	2.00
13.7	13.7	Average Speed per Hour				13.7	13.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
SPECIAL INSTRUCTIONS PAGES 5 AND 6.

WESTWARD		FIFTH SUB-DIVISION (SYKESTO BRANCH)				EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47.				FIRST CLASS	THIRD CLASS
785	159	STATIONS				160	786
Way Freight	Passenger	Telephone Offices and Calls				Passenger	Way Freight
Mo., Wed. and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.
L 8.30 AM	L 2.35 PM	CN	0.0	CARRINGTON 7.2	D 84.9	A 12.50 PM	A 1.30 PM
f 9.00	s 2.54	DF 7	7.2	DOVER 5.9	77.7	s 12.27	f 12.58
s 9.50	s 3.09	WX DF 13	13.1	SYKESTON 7.0	D 71.8	s 12.10 PM	s 12.33
s 10.35	s 3.28	DF 19	20.1	HEATON 7.7	D 64.8	s 11.50 AM	s 12.03 PM
s 11.28 AM	s 3.48	X DF 27	27.8	BOWDON 5.3	D 57.1	s 11.28 AM	s 11.10 AM
s 11.50 AM	s 4.02	DF 32	33.1	CHASELEY 5.3	D 51.8	s 11.13 AM	s 10.48 AM
s 12.30 PM	s 4.16	DF 38	38.4	HURDSFIELD 9.5	D 46.5	s 10.58 AM	s 10.26 AM
s 1.20 PM	s 4.41	DF 47	47.9	GOODRICH 6.5	D 37.0	s 10.32 AM	s 9.47 AM
s 2.15 PM	s 4.57	WCY DF 54	54.4	DENHOFF 9.0	D 30.5	s 10.14 AM	s 9.20 AM
s 3.05 PM	s 5.21	X DF 63	63.4	McCLUSKY 6.3	D 21.5	s 9.49 AM	s 8.43 AM
s 3.40 PM	s 5.38	DF 69	69.7	PICARDVILLE 6.6	15.2	s 9.32 AM	s 8.17 AM
s 4.15 PM	s 5.55	W 1 mi E DF 76	76.3	MERCER 8.6	D 8.6	s 9.14 AM	s 7.50 AM
A 4.50 PM	A 6.20 PM	CY X DF 84	84.9	TURTLE LAKE	D 0.0	L 8.50 AM	L 7.15 AM
Mo., Wed. and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.
8.20	3.45	Time Over Sub-division				4.00	5.57
10.1	22.6	Average Speed per Hour				21.2	14.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
SPECIAL INSTRUCTIONS PAGES 5 AND 6.

WESTWARD		SEVENTH SUB-DIVISION (LINTON BRANCH)				EASTWARD	
SECOND CLASS	175	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47.				SECOND CLASS	176
MIXED	MIXED	STATIONS				MIXED	MIXED
Ex. Sun.	Ex. Sun.	Telephone Offices and Calls				Ex. Sun.	Ex. Sun.
L 3.20 PM	L 3.20 PM	1 ring	0.0	McKENZIE 6.9	D 44.6	A 12.30 PM	A 12.30 PM
f 3.40	f 3.40	DK 7	6.9	BURDICK 4.6	37.7	f 12.05 PM	f 12.05 PM
s 3.55	s 3.55	DK 11	11.5	MOFFITT 1.0	P 33.1	s 11.50 AM	s 11.50 AM
			12.5	SOO LINE CROSSING 7.2	32.1		
f 4.20	f 4.20	DK 19	19.7	DANA 8.0	24.9	f 11.25 AM	f 11.25 AM
s 4.50	s 4.50	W DK 28	27.7	HAZELTON 8.9	D 16.9	s 11.00 AM	s 11.00 AM
s 5.20	s 5.20	DK 37	36.6	TEMIK 8.0	D 8.0	s 10.25 AM	s 10.25 AM
A 5.50 PM	A 5.50 PM	WCY X DK 45	44.6	LINTON C. M. & St. P. Connection	D 0.0	L 10.00 AM	L 10.00 AM
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.
2.30	2.30	Time Over Sub-division				2.30	2.30
17.8	17.8	Average Speed per Hour				17.8	17.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
SPECIAL INSTRUCTIONS PAGES 5 AND 6.



WESTWARD

EIGHTH SUB-DIVISION  
(MANDAN SOUTH LINE.)

EASTWARD

WESTWARD

NINTH SUB-DIVISION  
(MANDAN NORTH LINE.)

ESTWAARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Mandan	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47. Mountain or 105th Meridian Time.		Distance from Mott	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
789	161	162	790				Passenger	Way Freight						
Mon., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Tue. Thurs. and Sat.	STATIONS				Ex. Sun.	Tue. Thurs. and Sat.					
L 7.10AM	L 3.05PM	A 12.40PM	A 2.15PM	Telegraph Offices and Calls				A 12.40PM	A 2.15PM					
				WOC TYX	515	0.0	A MANDAN 0.9	DN 127.5	Yard					
						0.9	JUNCTION SWITCH 11.9		126.6					
s 7.50	s 3.36	s 12.05PM	s 1.33		DJ 13	12.8	SCHMIDT 7.3		114.7	34				
s 8.18	s 3.53	s 11.46AM	s 1.08		DJ 20	20.1	HU HUFF 7.8	D	107.4	37				
s 8.47	s 4.12	s 11.26	s 12.42		DJ 28	27.9	FR FORT RICE 8.3	D	99.6	42				
9.16	f 4.31	11.05	12.13		DJ 36	36.2	CANNON BALL JCT. 0.6		91.3	No S'd'g				
s 9.35	s 4.36	s 11.03	s 12.08		DJ 37	36.8	CB CANNON BALL 0.6	D	91.9	28				
9.40	4.38	f 10.58	12.03PM		DJ 36	36.2	CANNON BALL JCT. 10.9		91.3	No S'd'g				
s 10.30 <sup>162</sup>	s 5.05	s 10.30 <sup>789</sup>	s 11.25AM		DM 11	47.1	SN SOLEN 7.3	D	80.4	30				
s 11.03	s 5.24	s 10.11	s 10.59		DM 18	54.4	BREIEN 3.7		73.1	13				
s 11.20	s 5.34	s 10.01	s 10.46		DM 22	58.1	MR TIMMER 8.0	D	69.4	35				
f 11.56AM	f 5.53	f 9.40	f 10.17		DM 30	66.1	GALL 4.9		61.4	Spur 5				
s 12.29PM	s 6.06	s 9.27	s 10.00		DM 35	71.0	FH FLASHER 8.6	D	56.5	54				
s 1.08	s 6.27	s 9.05	s 9.29		DM 43	79.6	RK LARK 4.0	D	47.9	22				
f 1.26	f 6.37	f 8.54	f 9.15		DM 47	83.6	THIAN 5.8		43.9	29				
s 1.53	s 6.52	s 8.39	s 8.54		DM 53	89.4	CO CARSON 6.8	D	38.1	35				
s 2.23	s 7.08	s 8.21	s 8.29		DM 60	96.2	HI HEIL 7.1	D	31.3	21				
s 2.55	s 7.26	s 8.03 <sup>790</sup>	s 8.03 <sup>162</sup>		DM 67	103.3	SY ELGIN 5.4	D	24.2	50				
s 3.19	s 7.40	s 7.49	s 7.28		DM 72	108.7	NE NEW LEIPZIG C. M. & St. P. Tract Conn. 3.8	D	18.8	50				
s 3.36	s 7.50	s 7.39	s 7.14		DM 76	112.5	ODESSA 6.5		15.0	42				
s 4.05	s 8.05	s 7.22	s 6.55		DM 83	119.0	B BURT 8.5	D	8.5	33				
A 4.45PM	A 8.25PM	L 7.00AM	L 6.30AM		DM 91	127.5	MO MOTT	D	0.0	44				
Mon., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Tue. Thurs. and Sat.											
9.35	5.20	5.40	7.31	..... Time Over Sub-division.....										
13.3	23.9	22.5	16.9	..... Average Speed per Hour.....										

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

SPECIAL INSTRUCTIONS PAGES 5 AND 6

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Mandan	Time Table No. 47A. JUNE 19, 1921. Succeeding No. 47. Mountain or 105th Meridian Time		Distance from Killdeer	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
791	163	164	792				Passenger	Way Freight						
Mon., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Tue. Thurs. and Sat.	STATIONS				Ex. Sun.	Tue. Thurs. and Sat.					
L 7.20AM	L 3.20PM <sup>792</sup>	A 12.25PM	A 3.15PM <sup>163</sup>	Telegraph Offices and Calls				A 12.25PM	A 3.15PM					
				WOC TYX	515	0.0	A MANDAN 1.0	DN 122.2	Yard					
						1.0	JUNCTION SWITCH 9.8		121.2					
s 7.52	s 3.47	s 11.63AM	s 2.24		DW 10	10.8	HARMON 10.3		111.4	71				
s 8.32	s 4.13	s 11.28	s 1.40		DW 20	21.1	.PRICE 7.0		101.1	62				
s 9.01	s 4.30	s 11.08	s 1.09		WX DW 27	28.1	SR SANGER 7.6	D	94.1	40				
s 9.32	s 4.50	s 10.48	s 12.36PM		DW 35	35.7	HENSLER 8.7		86.5	72				
s 10.25 <sup>164</sup>	s 5.11	s 10.25 <sup>791</sup>	s 11.59AM		X DW 43	44.4	FC FORT CLARK 9.1	D	77.8	28				
s 11.15AM	s 5.33	s 10.01	s 11.20		WY CX DW 52	53.5	SK STANTON 11.9	D	68.7	41				
s 12.15PM	s 6.05	s 9.29	s 10.28		X DW 65	65.4	HN HAZEN 8.2	D	56.8	33				
s 12.55	s 6.25	s 9.07	s 9.52		W 14 M. E. X DW 73	73.6	BH .BEULAH 7.1	D	48.6	38				
s 1.25	s 6.42	s 8.48	s 9.19		DW 80	80.7	Z ZAP 7.2	D	41.5	24				
s 2.10	s 7.01	s 8.29	s 8.46		XW 1MW DW 87	87.9	GV GOLDEN VALLEY 6.8	D	34.3	24				
s 2.40	s 7.18	s 8.11	s 8.20		DW 94	94.7	D DODGE 7.3	D	27.5	26				
s 3.10	s 7.36	s 7.52 <sup>792</sup>	s 7.52 <sup>164</sup>		X DW 101	102.0	HA HALLIDAY 5.7	D	20.2	28				
s 3.45	s 7.50	s 7.37	s 7.17		WX DW 107	107.7	WN WERNER 7.8	D	14.5	28				
s 4.20	s 8.10	s 7.17	s 6.52		X DW 115	115.5	DU DUNN CENTER 6.7	D	6.7	28				
A 4.50PM	A 8.30PM	L 7.00AM	L 6.30AM		WCO X DW 122	122.2	KD KILLDEER	D	0.0	40				
Mon., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Tue. Thurs. and Sat.											
9.30	5.10	5.25	8.30	..... Time Over Sub-division.....										
12.8	23.6	22.5	14.3	..... Average Speed per Hour.....										

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

SPECIAL INSTRUCTIONS PAGES 5 AND 6

**SPECIAL INSTRUCTIONS.**

**FIRST SUB-DIVISION**

**(MAIN LINE)**

1. **At Jamestown** first class trains must move between second crossover west of James River bridge and Pittsburgh Avenue prepared to stop unless the main track is seen or known to be clear. Passenger enginemen will leave brakes fully applied before cutting engine from train. Cars left on coach or spur tracks east of James River bridge must be secured by hand brakes.  
  
Switchtenders are located at Pittsburgh Avenues and Sixth Avenue. The first two tracks south of passenger station are the passenger main tracks. The next two are the freight main tracks. Eastward trains will call for route at Pittsburgh Avenue as follows:  
For eastward main track—Four short blasts of whistle.  
For westward main track—Two long blasts of whistle.  
For Second Subdivision—One long and one short blast of whistle.  
Westward freight trains and light engines must stop before passing Pittsburgh Avenue.  
Westward passenger trains must stop unless switches are right and track clear.  
Freight trains must not pass automatic signal 94.3 at stop without permission from the Dispatcher. Switch engines after waiting five minutes may pass this signal at stop proceeding under control until the lead is seen to be clear to Pipestem Tower.  
Eastward freight trains must use special care while proceeding on west lead to yard to keep train under control and look out carefully for switch engine working on lead.
2. **Pipestem Tower Interlocking**—Eastward trains will call for route as follows:  
For main track—Two long blasts of whistle.  
For yard lead—Four short blasts of whistle.  
Westward trains will call for route as follows:  
For westward main track—Four short blasts of whistle.  
For eastward main track—One long and one short blast of whistle.  
Eastward freight trains will stop before passing Home Signal. Signalman must not line up route or change indications of Home Signal from STOP until route is called for after stop has been made.  
Eastward trains against the current of traffic will proceed through interlocking limits only upon hand signal given by the signalmen on the ground, with a yellow flag by day or a yellow light by night.
3. **At Eldridge** normal position of double track switch is for westward trains and will be handled by operator for eastward trains.
4. **Pusher Districts** between Jamestown and Windsor, and between Mandan and Bismarck.
5. **At Missouri River Bridge** pusher engines will remain coupled and continue pushing until entire train is across bridge.
6. **At McKenzie** cars on south siding must be placed east of the crossover to the Seventh Subdivision and the crossover switches set for the crossover at both ends, and the east wye switch set for the wye.
7. **Register Tickets (Form 608)**. Conductors of all trains (except passenger trains) will leave with operator at each open telegraph office between Eldridge and Bismarck, 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."
8. **Engine Restrictions**—W engines and heavier are not permitted on Mill spur at Medina and such power must run very carefully when used on gravel pit tracks at Medina or Ladoga, or on Bismarck Military spur.
9. **Speed Restrictions**—Passenger trains must not exceed a speed of one minute or sixty seconds per mile. Passenger trains, twenty-five (25) miles per hour between depot at Jamestown and crossover from west end No. 1 yard track, and between depot at Mandan and east yard switch. Eastward passenger trains will use not less than seven minutes Eldridge to Pipestem Tower. All trains twenty-five (25) miles per hour on westward track between Pipestem Tower and M. P. 96 account reduced elevation on curves. Twenty-five (25) miles per hour on crossover used by westward trains entering double track at Pipestem Tower. Fifteen (15) miles per hour through other crossovers and turn outs. Ten (10) miles per hour around first curve east of Missouri River bridge. Class W or heavier engines, thirty (30) miles per hour. Eastward freight trains will use not less than twenty-three minutes Windsor to Eldridge.

10. **Maximum Grade Operation**—Maximum grade Windsor to Jamestown. 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 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 Crossover at Pipestem Tower and on the lead to Jamestown yard. Passenger trains will make running test of air brakes as per Rule 703.
11. **Lap Sidings**—Unless otherwise instructed trains taking siding will head in at the lap.
12. **Special Stops, Connections, etc.**—Nos. 7 and 8 will stop at Jamestown shops opposite storeroom to discharge and receive company express. Nos. 779 and 780 may carry adult male passengers.
13. **Register Stations**—Jamestown. Eldridge, for eastward trains. Mandan.
14. **Register Exceptions**—Eastward trains will register at Eldridge by ticket, Form 608. Westward trains will be furnished check of register on Form 602.
15. **Clearance Exceptions**—At Eldridge eastward trains will not require a clearance if the train order signal is in clear position, except that an eastward extra running with the current of traffic without train order must secure a clearance (Form A) as per Rule D 97.
16. **Bulletin Stations**—Jamestown Passenger Station. Jamestown Yard. Jamestown Roundhouse. Mandan Passenger Station. Mandan Roundhouse.
17. **Standard Time Clocks**—Jamestown Passenger Station. Jamestown Yard. Mandan.
18. **Watch Inspectors**—H. G. Picard, Jamestown. Alfred Johnson, Mandan.
19. **Derail Switches**—

Jamestown.....	Thompson Yards Spur	
Jamestown.....	Coal Dock Tracks	
Eldridge.....	Both ends house track	
Windsor.....	Both ends house track	
Windsor.....	East end north siding	
Cleveland.....	West end elevator track	
Medina.....	Both ends house track	
Crystal Springs.....	East end house track	
Tappen.....	East end industry track	
Dawson.....	East end elevator track	
Steele.....	Both ends house track	
Driscoll.....	East end house track	
Sterling.....	Both ends house track	
McKenzie.....	East end stockyard track	
Burleigh.....	East end house track	
Apple Creek.....	East end house track	
Bismarck.....	West end Soo Transfer	
Water Works Spur.....	West end	

Derail on north siding Windsor to be set for derail only when cars left on that track.
20. **Commercial Spurs**—

	Miles from	Car
	Jamestown	Capacity
Penitentiary .....	98.5	25
Military .....	59.5	200
Water Works .....	102.5	10

**SECOND SUB-DIVISION**

**JAMES RIVER AND OAKES BRANCH**

1. **Pusher District** between Jamestown and one and one-half miles east.
2. **Speed Restrictions**—Passenger trains, thirty-five (35) miles per hour. Freight trains, twenty-five (25) miles per hour between Jamestown and LaMoure and thirty (30) miles per hour between Independence and Oakes. Class R or heavier engines, twenty (20) miles per hour between Jamestown and Grand Rapids and fifteen (15) miles per hour between Grand Rapids and LaMoure. All trains six (6) miles per hour over street crossing at Oakes between freight house and passenger station.
3. **Special Stops, Connections, etc.**—No. 154 will connect with No. 1 at Jamestown and No. 139 at Independence.

- No. 155 will connect with C & NW No. 1 at Oakes and No. 140 at Independence or LaMoure. Nos. 787 and 788 may carry adult male passengers.
4. **Register Stations**—Jamestown. LaMoure. Independence. Oakes.
5. **Bulletin Stations**—Jamestown Passenger Station. Jamestown Yard. Jamestown Roundhouse.
6. **Standard Time Clocks**. Jamestown Passenger Station. Jamestown Yard.
7. **Watch Inspector**—H. G. Picard, Jamestown.
8. **Commercial Spurs**—

	Miles from	Car
	Oakes	Capacity
Singleton .....	4.3	5

**THIRD SUB-DIVISION**

**(DEVILS LAKE BRANCH)**

1. **Pusher District** between Jamestown and Parkhurst.
2. **At Jamestown** freight trains, light engines and passenger extras using the Third Subdivision main track between the switch where freight trains head into the yard, and the James River bridge will sound the whistle at each curve and look out for switchmen working along the ladder tracks.
3. **At Carrington** Third Subdivision freight trains will keep out of the way of Nos. 159 and 160 between wye switch and depot.
4. **Speed Restrictions**—Passenger trains, forty (40) miles per hour. Freight trains, thirty (30) miles per hour. Class W. Engines, twenty-five (25) miles per hour. All trains, fifteen (15) miles per hour over street crossing at Carrington.
5. **Special Stops, Connections, etc.**—Nos. 157 and 158 will stop at Soo Line crossing station between Brinsmade and Minnewaukan and if Soo Line train from either direction is in sight will wait for connection. No. 157 will connect with No. 7 at Jamestown and No. 160 at Carrington. No. 165 will connect with No. 7 at Jamestown. No. 158 will connect with No. 174 at Oberon and No. 160 at Carrington. Nos. 781, 782, 783 and 784 may carry adult male passengers.
6. **Register Stations**—Jamestown. Pingree. Carrington. Oberon. Leeds.
7. **Bulletin Stations**—Jamestown Passenger Station. Jamestown Yard. Jamestown Roundhouse. Carrington.
8. **Standard Time Clocks**—Jamestown Passenger Station. Jamestown Yard. Carrington.
9. **Watch Inspectors**—H. G. Picard, Jamestown. Andrew Lee, Carrington.
10. **Derail Switches**—Carrington.....New coal dock tracks  
Carrington.....East end Soo transfer.  
New Rockford.....West end house track  
New Rockford.....West end elevator track  
Brinsmade.....West end house track
11. **Commercial Spurs**—

	Miles from	Car
	Jamestown	Capacity
Farquar .....	39.0	8

**FOURTH SUB-DIVISION**

**(WILTON BRANCH)**

1. **At Wilton** No. 165's equipment will occupy the main track in front of depot between arrival of that train and departure of No. 166.
2. **Speed Restrictions**—Passenger trains, thirty-five (35) miles per hour. Freight trains, thirty (30) miles per hour. Class W engines, twenty-five (25) miles per hour.
3. **Special Stops, Connections, etc.**—No. 166 will wait at Wilton until 9:15 a. m. if necessary for Soo Line Connection. Nos. 783 and 784 may carry adult male passengers.

## SPECIAL INSTRUPTIONS—Continued

4. **Register Stations**—  
Pingree.  
Wilton.
5. **Derail Switches**—  
Pettibone..... East end elevator track  
Lake Williams..... West end house track  
Arena..... East end elevator track

## FIFTH SUB-DIVISION

## (SYKESTON BRANCH)

- At Carrington Fifth Subdivision trains will protect against Third Subdivision trains between wye switch and depot except that Third Subdivision freight trains will keep clear of Nos. 159 and 160.
- Speed Restrictions**—Passenger trains, thirty-five (35) miles per hour. Freight trains, twenty-five (25) miles per hour. Class R or heavier engines twenty (20) miles per hour.
- Special Stops, Connections, etc.**  
No. 159 will connect with Nos. 157 and 158 at Carrington. Nos. 785 and 786 may carry adult male passengers.
- Register Stations**—  
Carrington.  
Turtle Lake.
- Bulletin Stations**—  
Carrington.
- Standard Time Clocks**—  
Carrington.
- Watch Inspector**—  
Andrew Lee, Carrington.
- Commercial Spurs**—

	Miles from Carrington	Car Capacity
Garland .....	4.0	6

## SIXTH SUB-DIVISION

## (OBERON BRANCH)

- Speed Restrictions**—Trains, twenty (20) miles per hour.
- Special Stops, Connections, etc.** No. 173 will connect with No. 157.
- Register Stations**—  
Oberon.  
Esmond.
- Bulletin Stations**—  
Esmond.

## SEVENTH SUB-DIVISION

## (LINTON BRANCH)

- At Linton No. 175's equipment will be left on south leg of wye at night and on Sunday. Tracks inside yard limit signs are joint with C. M. & St. P. Ry. and their trains of superior class will be given precedence.
- Speed Restrictions**—Trains, twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**  
No. 175 will connect with Nos. 7 and 8 at McKenzie.
- Register Stations**—  
McKenzie.  
Linton.
- Bulletin Station**—  
Linton.

## EIGHTH SUB-DIVISION

## (MANDAN SOUTH LINE)

- At Mandan Eighth Subdivision will protect against First Subdivision trains between passenger station and junction switch.
- Speed Restrictions**—Passenger trains with D 3 or C engines, thirty-five (35) miles per hour; with D 5 engines, thirty (30) miles per hour; with heavier than D 5 engines, twenty-five (25) miles per hour. Passenger trains must not exceed schedule running time between Milepost 5 and Milepost 9 west of Cannon Ball. Freight trains, twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**  
No. 789 will connect with Bismarck Switch run at Mandan on Mondays only. No. 161 will connect with Nos. 7 and 8. Nos. 789 and 790 may carry adult male passengers.
- Register Stations**—  
Mandan.  
Mott.
- Bulletin Stations**—  
Mandan Passenger Station.  
Mandan Round House.
- Standard Time Clocks**—  
Mandan.

- Watch Inspector**—  
Alfred Johnson, Mandan.
- Derail Switches**—  
Solen..... East end house track  
Breien..... East end house track  
Flasher..... East end house track  
Burt..... West end elevator track.

	Distance from Mandan	Car Capacity
McAuliff's Gravel Pit.....	11.1	41

## NINTH SUB-DIVISION

## (MANDAN NORTH LINE)

- At Mandan automatic signal 300 feet west of junction switch will indicate clear when switch is set for Ninth Subdivision and there are no trains in the automatic block on First Subdivision. Ninth Subdivision trains will protect against First Subdivision trains between passenger station and junction switch.
  - Speed Restrictions**—Passenger trains with D 5 or smaller engines, thirty-five (35) miles per hour; with heavier than D 5 engines, thirty (30) miles per hour. Freight trains twenty-five (25) miles per hour. All trains, fifteen (15) miles per hour at Mandan Lake between Milepost 40 and one-half mile west and around first curve west of Stanton depot.
  - Special Stops, Connections, etc.**  
Nos. 163 and 164 will stop on flag at Rock Haven. No. 791 will connect with Bismarck Switch run at Mandan on Mondays only. No. 163 will connect with Nos. 7 and 8. Nos. 791 and 792 may carry adult male passengers.
  - Register Stations**—  
Mandan.  
Killdeer.
  - Bulletin Stations**—  
Mandan Passenger Station.  
Mandan Roundhouse.
  - Standard Time Clock**—  
Mandan.
  - Watch Inspector**—  
Alfred Johnson, Mandan.
  - Derail Switches**—  
Water Works Spur. Line up switch for switch back track to act as derail.  
Beulah..... Mine Spur  
Zap..... Lucky Strike Mine Spur
  - Commercial Spurs**—
- |                       | Distance from<br>Mandan | Car<br>Capacity |
|-----------------------|-------------------------|-----------------|
| Water Works.....      | 3.5                     | 10              |
| Rock Haven.....       | 4.5                     | 10              |
| High Carbon Mine..... | 109.9                   | 65              |

## ALL SUB-DIVISIONS

- At a station where there are two sidings, if one of them is blocked the other will be used as single siding.
- Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen goes back immediately to stop an approaching train.
- Before moving a work or wrecking train the whistle signal (14-b) or (14-h) must be sounded for protection of men working about such trains.
- Except as otherwise provided or when running light without conductor enginemmen will only be required to consult register at initial or starting point.
- Foremen of sections, B & B crews and extra gangs on all branch lines will flag trains in accordance with Rule 928-A.
- When necessary to take slack of freight trains with helper engine on the rear it should be done by the helper engine.
- Speed Restrictions**—Thirty (30) miles per hour over interlocked crossings. Fifteen (15) miles per hour passing telegraph offices where orders are received. Ten (10) miles per hour through branch line crossovers or turnouts. Light engines backing up, twenty (20) miles per hour.
- The following signs when placed in columns provided indicate:  
W—Water.  
C—Fuel.  
O—Track Scales.  
T—Turntable.

W—Wye.  
D—Day office only.  
DN—Day and night office.  
P—Telephone.  
X—Yard limits.

## AUTHORIZED SURGEONS

## LOCATION OF STRETCHER—(S)

DR. A. W. IDE, Chief Surgeon, Brainerd.  
DR. R. H. BEACH, Chief Surgeon, Glendive.  
Dr. W. A. GERRISH, Jamestown (S)  
Jamestown Tool Car (S).  
Jamestown Store Room (S).  
DR. P. G. ARZT, Jamestown.  
Dr. A. H. MOVIUS, Jamestown.  
DR. W. W. WOOD, Jamestown.  
DR. G. P. SHEPARD, Oculist, Jamestown.  
DR. L. G. SMITH, Medina.  
DR. T. S. PRYSE, Dawson.  
DR. C. O. ARMSTRONG, Steele.  
DR. F. S. SMYTHE, Bismarck (S)  
DR. C. E. STACKHOUSE, Bismarck.  
DR. S. G. LARABEE, Oculist, Mandan.  
DR. H. O. ALTNOW, Mandan (S).  
DR. W. C. AYLEN, Mandan.  
DR. B. S. NICKERSON, Mandan.  
DR. F. W. MAERCKLEIN, Oakes (S).  
DR. G. B. RIBBLE, LaMoure.  
DR. O. W. McCLUSKY, Carrington (S).  
DR. H. VAN DE ERVE, Carrington.  
DR. CHAS. MACLACHLAN, New Rockford.  
Leeds (S).  
DR. J. G. VIGELAND, Brinsmade.  
DR. H. D. LEES, Esmond.  
DR. C. R. TOMPKINS, Oberon.  
DR. S. W. MELZER, Woodworth.  
DR. C. A. KERNER, Tuttle.  
DR. WM. P. THELEN, Wilton.  
DR. A. E. DONKER, Sykeston.  
DR. A. E. VESTERVELT, Bowden.  
DR. FREDERICK BROWN, McCluskey.  
DR. G. E. HINZEROTH, Turtle Lake.  
DR. P. F. RICE, Solen.  
DR. H. E. WINCHESTER, Hazelton.  
DR. R. R. HOUGE, Linton.  
DR. W. R. SHORTRIDGE, Flasher.  
DR. R. H. LEAVITT, Carson.  
DR. O. C. MAERCKLEIN, Mott (S).  
DR. C. C. SMITH, Stanton.  
DR. L. G. EASTMAN, Hazen.  
DR. W. F. PLASSMAN, Golden Valley.  
DR. E. C. GAEBE, Halliday.  
DR. OSCAR SMITH, Killdeer (S).  
DR. J. PLANT, Killdeer.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees 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.

Railroad Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any other but an authorized company surgeon be continued at the expense of the Railroad Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished Only at Our Own Hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

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	1760	44	1260	32	1175	29	1055	26	860	21	590	15
	Edmunds to New Rockford...	12			2000	50	1960	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	3500	87	2500	62	2380	59	2265	56	1655	41	1280	32
FOURTH— Westward...	Pingree to Wilton.....	12	1525	38	1090	27	985	25	875	22	750	19	500	13
FOURTH— Eastward...	Wilton to Woodworth.....	12	1540	38	1100	27	1000	25	900	23	700	19	450	12
	Woodworth to Pingree.....	12	3150	78	2250	56	2125	53	2000	50	1500	37	1125	29
FIFTH— Westward...	Carrington to Sykeston.....	12			2400	60	2110	53	1920	48	1570	39	1085	27
	Sykeston to Turtle Lake.....	12			1625	41	1440	36	1300	32	1060	26	725	18
FIFTH— Eastward...	Turtle Lake to Denhoff.....	12			1450	36	1320	33	1165	29	955	24	650	16
	Denhoff to Hurdsfield.....	12			1800	45	1600	40	1460	37	1200	30	820	21
	Hurdsfield to Bowdon.....	12			2350	58	2100	53	1900	43	1450	36	1000	25
	Bowdon to Carrington.....	12			3100	72	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			1100	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.

First  
Second  
Third  
Fourth  
Fifth  
Sixth  
Seventh  
Eighth  
Ninth



**SPEED TABLE**

Time per Mile Min. Sec.	Miles per Hour
1 ..	60
1 1	59
1 2	58
1 3	57.1
1 4	56.2
1 5	55.3
1 6	54.5
1 7	53.7
1 8	52.9
1 9	52.1
1 10	51.4
1 12	50
1 15	48
1 20	45
1 25	42.3
1 30	40
1 40	36
1 45	34.3
1 50	32.7
2 ..	30
2 10	27.6
2 15	26.6
2 20	25.7
2 30	24
2 40	22.5
2 45	21.8
2 50	21.2
3 ..	20
3 9	19
3 20	18
3 31	17
3 45	16
4 ..	15
5 ..	12
6 ..	10
7 30	8
10 ..	6

J. J. MULROY,  
Trainmaster.

P. J. COLEMAN,  
Trainmaster.

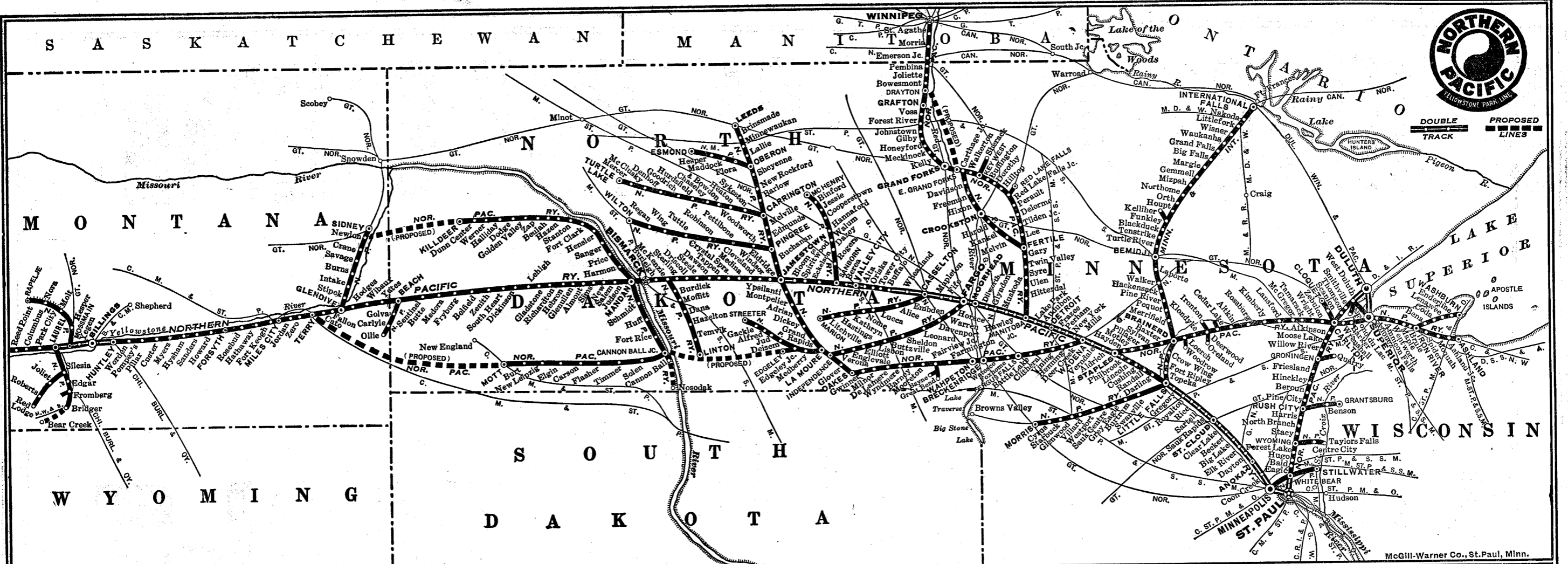
C. T. SPONSEL,  
Trainmaster.

H. W. GILLETTE,  
Chief Dispatcher.

**MAXIMUM CLEARANCES.**

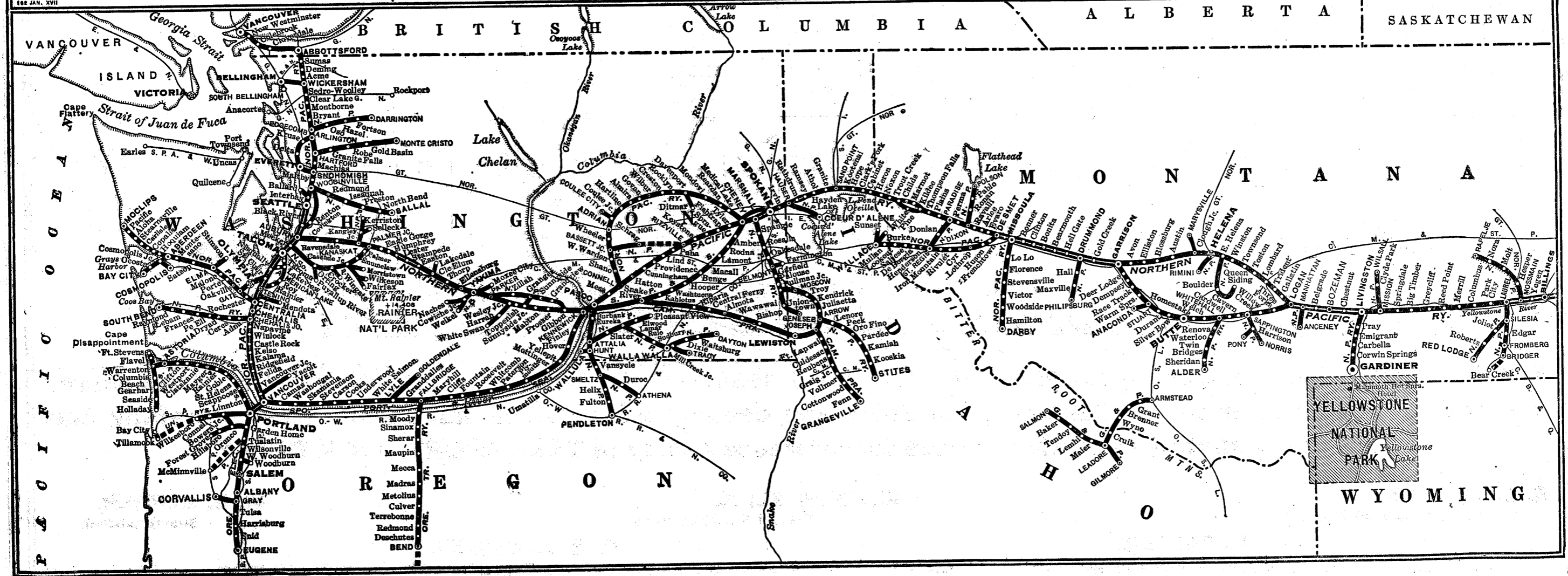
**LIMIT OF LOAD MEASUREMENT**  
Height Above Top of Rail

	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	Controlling Structure
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"	Missouri River Bridge
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"	



DOUBLE TRACK PROPOSED LINES

McGill-Warner Co., St. Paul, Minn.



1902 JAN. XVII