

# NORTHERN PACIFIC RAILWAY COMPANY.

## DAKOTA DIVISION

# TIME 50 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, JULY 29, 1923.**

**For the Government of Employees 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,**  
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			SECOND CLASS			FIRST CLASS			FIRST CLASS			SECOND CLASS	THIRD CLASS
779			605 603			7 3 1			2 4 8			602	780
Way Freight			Freight			Passenger			Passenger			Freight	Way Freight
Mon., Wed. and Fri.			Daily			Daily			Daily			Daily	Tue., Thur. and Sat.
L 7.00AM			L 4.30AM	L 9.40AM		L 11.35AM	L 7.55PM	L 8.41AM	A 11.35AM	A 10.13PM	A 6.07PM	A 5.15AM	A 1.20PM
7.06			4.40	9.50		11.41	8.00	8.46	11.29	10.07	5.58	5.06	1.09
s 7.24			5.05	10.15		s 11.52AM	8.09	8.55	11.21	9.58	s 5.50	4.49	s 12.49
7.43			5.30	10.40		12.03PM	8.18	9.04	11.13	9.50	5.41	4.32	12.29
s 7.58			5.51	11.07		s 12.12	8.26	9.12	11.07	9.44	s 5.33	4.18	s 12.12PM
s 8.12			6.10	11.20		s 12.19	8.32	9.18	11.01	9.38	s 5.25	4.05	s 11.58AM
8.32			6.38	11.39		12.29	8.40	9.27	10.53	9.29	5.14	3.46	11.39
s 8.43			6.53	11.54AM		s 12.35	8.45	9.32	10.48	9.24	s 5.07	3.36	s 11.28
8.53			7.06	12.08PM		12.40	8.49	9.36	10.44	9.20	5.00	3.27	11.19
s 9.15			7.36	12.36		s 12.51	8.58	9.45	10.35	9.11	s 4.50	3.07	s 10.58
9.29			7.57	12.58		f 12.58	9.05	9.51	10.29	9.05	f 4.42	2.53	10.44
s 9.40			8.12	1.11		s 1.04	9.10	9.56	10.24	9.00	s 4.36	2.43	s 10.34
s 10.00			8.38	1.35		s 1.15	9.21	10.05	10.15	8.50	s 4.24	2.25	s 10.15
10.15			8.52	1.48		1.21	9.26	10.10	10.10	8.45	4.15	2.15	10.00
10.27						s 1.31	s 9.34	f 10.18	f 10.03	s 8.37	s 4.07	1.59	s 9.15
s 10.48			9.15	2.09		1.37	9.39	10.22	9.58	8.32	4.01	1.50	9.02
11.00			9.28	2.21		1.46	9.47	10.29	9.51	8.25	3.54	1.35	8.46
11.19			9.51	2.42		s 1.52	9.52	10.34	9.46	8.20	s 3.48	1.24	s 8.32
s 11.32			10.05	2.56		2.01	10.00	10.41	9.39	8.12	3.37	1.08	8.13
11.52AM			10.27	3.17		s 2.06	10.05	10.45	9.35	8.08	s 3.32	12.59	s 8.02
s 12.03PM			10.45	3.32		s 2.19	10.16	10.55	9.25	7.57	s 3.17	12.36	s 7.35
s 12.31			11.22	4.05		s 2.29	10.25	11.03	9.17	7.48	s 3.02	12.18	s 7.14
s 12.53			11.51AM	4.31		f 2.39	10.33	11.11	9.09	7.40	f 2.51	12.01AM	f 6.53
f 1.14			12.18PM	4.56		2.45	10.38	11.16	9.04	7.35	2.45	11.51PM	6.41
1.26			12.34	5.11									
s 1.45			12.59	5.34		s 2.55	s 10.46	s 11.24	s 8.57	s 7.28	s 2.34	11.35	s 6.23
A 2.10PM			A 1.30PM	6.05PM		A 3.20PM	A 11.10PM	A 11.45AM	s 8.54	7.23	2.29	L 11.15PM	L 6.00AM
Mon., Wed. and Fri.			Daily	Daily		Daily	Daily	Daily	L 8.41AM	L 7.10PM	L 2.17PM	Daily	Tue., Thur. and Sat.
6.55			9.00	8.25		3.38	3.07	2.59	Daily	Daily	Daily	6.00	7.05
15.5			11.9	12.7		29.5	34.4	35.9	2.51	2.58	3.45	17.8	15.1

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

SPECIAL INSTRUCTIONS PAGES 5 AND 6.

WESTWARD										EASTWARD															
SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES)										THIRD SUB-DIVISION (DEVILS LAKE BRANCH)															
THIRD CLASS		FIRST CLASS		Time Table No. 50. JULY 29, 1923. Succeeding No. 49.		FIRST CLASS		THIRD CLASS		THIRD CLASS		FIRST CLASS		Time Table No. 50. JULY 29, 1923. Succeeding No. 49.		FIRST CLASS		THIRD CLASS							
787		155		STATIONS		154		788		781		783		165		157		158		166		784		782	
Way Freight		Passenger		Telegraph Offices and Calls		Passenger		Way Freight		Way Freight		Passenger		Passenger		Passenger		Passenger		Passenger		Way Freight		Way Freight	
Tue., Thur. and Sat.		Ex. Sun.		Ex. Sun.		Ex. Sun.		Mo., Wed. and Fri.		Ex. Sun.		Mo., Wed. and Fri.		Ex. Sun.		Ex. Sun.		Ex. Sun.		Ex. Sun.		Tues., Thurs., Sa.		Ex. Mon.	
L 8.15AM	L 3.20PM	WCY X	DD 69	0.0	KS OAKES 7.5 Track Conn.	D 69.5	57	A 12.40PM	A 2.25PM	L 5.30AM	L 7.15AM	L 11.50AM	L 12.10PM	WCX OTY	409	0.0	JY JAMESTOWN 6.4	DN 108.5	Yard	A 4.00PM	A 1.55PM	A 3.00PM	A 2.30PM		
s 8.47	s 3.40		DD 62	7.5	GR GLOVER 7.7	D 62.0	30	s 12.15PM	s 1.46	f 5.54	7.32	f 12.07PM	f 12.25		DE 7	6.4	PARKHURST 7.0	102.1	29	f 3.41	f 1.37	2.38	f 2.00		
A 9.20AM	A 4.00PM	YX	DA 83	15.2	INDEPENDENCE 5.3	54.3	58	L 11.55AM	L 1.10PM	s 6.20	7.50	s 12.25	s 12.41		DE 14	13.4	BC BUCHANAN 7.9	D 95.1	69	s 3.24	s 1.19	2.15	s 1.31		
BETWEEN INDEPENDENCE AND LA MOURE TRAINS WILL BE GOVERNED BY FARGO DIVISION TIME TABLE																									
L 10.20AM	L 4.17PM	WYC X	DA 88	20.5	OR LA MOURE 7.7	D 49.0	151	A 11.30AM	A 12.10PM	s 7.11			s 1.14	W	DE 28	27.8	EM EDMUNDS 6.8	D 80.7	69	s 2.49			s 12.27PM		
s 11.10 154	s 4.36		DD 41	28.2	GD GRAND RAPIDS 8.6	D 41.3	59	s 11.10 787	s 11.30AM	s 7.36			s 1.29		DE 35	34.6	MV MELVILLE 9.0	D 73.9	48	s 2.32			s 11.56AM		
s 11.44AM	s 4.57		DD 33	36.8	DQ DICKEY 6.3	D 32.7	61	s 10.49 788	s 10.49 154	s 8.10			1.50 158	CY X	DE 44	43.6	CN CARRINGTON 0.9	D 64.9	161	s 2.10 157			s 11.16		
s 12.10PM	s 5.14	W	DD 26	43.1	DN ADRIAN 7.4	D 26.4	24	s 10.34	s 10.04	f 8.28			f 2.12	W 1/4 ml E	DE 48	48.2	SOO LINE CROSSING 3.7 Track Conn.	64.0		f 1.48			f 10.56		
s 12.40	s 5.33		DD 19	50.5	MP MONTPELIER 6.1	D 19.0	25	s 10.16	s 9.30	s 8.42			s 2.22		DE 51	52.0	BW BARLOW 7.5	D 56.5	63	s 1.39			s 10.39		
s 1.05	s 5.48		DD 13	56.6	PI YPSILANTI 5.5	D 12.9	79	s 10.01	s 9.01							59.5	GREAT NORTHERN CROSSING Interlocked 0.2 Track Conn.	49.0							
f 1.27	s 6.02		DD 7	62.1	REEVES 1.0	7.4 Spur 10		s 9.48	f 8.35	s 9.11			s 2.41		DE 60	59.7	NR NEW ROCKFORD 6.3	D 48.8	91	s 1.20			s 10.04		
				63.1	MIDLAND CONT'L. CROSSING 6.4	6.4			f 9.35 782	f 9.35			f 2.57		DE 66	66.0	DIVIDE 4.8	42.5	35	f 1.05			f 9.35 781		
A 2.00PM	A 6.25PM	WCX OTY	409	69.5	JY JAMESTOWN DN	0.0	Yard	L 9.30AM	L 8.00AM	s 9.54			s 3.09	W	DE 71	70.8	NY SHEYENNE 8.7	D 37.7	67	s 12.53			s 9.18		
Tue., Thur. and Sat.	Ex. Sun.							Ex. Sun.	Mo., Wed. and Fri.	s 10.28			s 3.31	Y X	DE 79	79.5	OB OBERON 3.9	D 29.0	69	s 12.32			s 8.47		
4.45	2.48				Time Over Sub-division			2.45	5.10	f 10.43			f 3.41		DE 83	83.4	LALLIE 6.9	25.1	24	f 12.22			f 8.33		
13.5	22.9				Average Speed per Hour			23.3	12.4	s 11.10			s 3.58		DE 90	90.3	MW MINNEWAUKAN 6.1	D 18.2	70	s 12.05PM			s 8.10		
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																									
PECIAL INSTRUCTIONS PAGES 5 AND 6																									
s 11.44AM 158	s 4.19		DE 99	98.8	BR BRINSMADE 9.7	D 9.7	48	s 11.44AM 781	s 7.45	s 11.44AM			A 4.45PM	WCY X	DE 108	108.5	LD G. N. Ry. LEEDS Track Conn.	0.0	51	L 11.20AM			L 7.15AM		
A 12.30PM	A 4.45PM									Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.				Time Over Sub-division			4.30	.56	1.10	7.15		
7.00	.55							.55	4.25	15.5	23.2	23.2	24.5				Average Speed per Hour			24.1	22.8	18.2	14.9		

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			
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables Wyes and Yard Limits	Station Numbers	Distance from Mandan	Time Table No. 50 JULY 29, 1923. Succeeding No. 49. Mountain or 105th Meridian Time.				Distance from Mott	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
789		161					STATIONS						162		790		
Way Freight Mon., Wed. and Fri.		Passenger Ex. Sun.					Telegraph Offices and Calls						Passenger Ex. Sun.		Way Freight Tue. Thurs. and Sat.		
L	7.10AM	L	3.10PM	WOC TYX	515	0.0	A	MANDAN	0.9	DN	126.8	Yard	A	12.30PM	A	2.15PM	
						0.9		JUNCTION SWITCH	11.9		125.9						
s	7.50	s	3.40		DJ 13	12.8		SCHMIDT	7.3		114.0	34	s	11.56AM	s	1.33	
s	8.20	s	3.57	W	DJ 20	20.1	HU	HUFF	7.8	D	106.7	37	s	11.38	s	1.08	
s	8.52	s	4.15	X	DJ 28	27.9	FR	FORT RICE	7.7	D	98.9	42	s	11.19	s	12.42	
	9.23	f	4.34	YX	DJ 36	35.6		CANNON BALL JCT.	1.2		91.2	No S'd'g		11.00		12.13	
s	9.28	s	4.39	WX	DJ 37	36.8	CB	CANNON BALL	1.2	D	92.4	28	s	10.58	s	12.08	
	9.40		4.41	YX	DJ 36	35.6		CANNON BALL JCT.	10.8		91.2	No S'd'g	f	10.53		12.03PM	
s	10.27 162	s	5.07	X	DM 11	46.4	SN	SOLEN	7.3	D	80.4	30	s	10.27 789	s	11.25AM	
s	10.58	s	5.25	W	DM 18	53.7		BREIEN	3.7		73.1	13	s	10.10	s	10.59	
s	11.14	s	5.34		DM 22	57.4	MR	TIMMER	8.0	D	69.4	35	s	10.01	s	10.46	
f	11.48AM	f	5.53		DM 30	65.4		GALL	4.9		61.4	Spur 5	f	9.42	f	10.17	
s	12.09PM	s	6.05	WC X	DM 35	70.3	FH	FLASHER	8.6	D	56.5	54	s	9.30	s	10.00	
s	12.46	s	6.26		DM 43	78.9	RK	LARK	4.0	D	47.9	22	s	9.09	s	9.29	
f	1.03	f	6.36		DM 47	82.9		THIAN	5.8		43.9	29	f	9.00	f	9.15	
s	1.28	s	6.51	WX	DM 53	88.7	CO	CARSON	6.8	D	38.1	35	s	8.46	s	8.54	
s	1.57	s	7.07		DM 60	95.5	HI	HEIL	7.1	D	31.3	21	s	8.30 790	s	8.30 8.13 162	
s	2.28	s	7.25	X	DM 67	102.6	SY	ELGIN	5.4	D	24.2	50	s	8.13	s	7.48	
s	2.51	s	7.39	X	DM 72	108.0	NE	NEW LEIPZIG	3.8	D	18.8	50	s	8.00	s	7.28	
								C. M. & St. P.	Track Conn.								
s	3.07	s	7.48	W	DM 76	111.8		ODESSA	6.5		15.0	42	s	7.51	s	7.14	
s	3.35	s	8.04	X	DM 83	118.3	B	BURT	8.5	D	8.5	33	s	7.36	s	6.55	
A	4.15PM	A	8.25PM	WCY X	DM 91	126.8	MO	MOTT		D	0.0	44	L	7.15AM	L	6.30AM	
	Mon., Wed. and Fri.		Ex. Sun.											Ex. Sun.		Tue. Thurs. and Sat.	
	9.05		5.15					Time Over Sub-division.....					5.15			7.28	
	13.9		24.1					Average Speed per Hour.....					24.1			16.9	

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

SPECIAL INSTRUCTIONS PAGES 5 AND 6

WESTWARD				NINTH SUB-DIVISION (MANDAN NORTH LINE.)										EASTWARD			
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Mandan	Time Table No. 50. JULY 29, 1923. Succeeding No. 49. Mountain or 105th Meridian Time				Distance from Killdeer	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
791 Way Freight	Mon., Wed. and Fri.	163 Passenger	Ex. Sun.				STATIONS						164 Passenger	Tue. Thurs. and Sat.			
							Telegraph Offices and Calls										
L	7.20AM	L	3.30PM	WCO TYX	515	0.0	A	MANDAN	1.0	DN	122.2	Yard	A	12.15PM	A	3.15PM	
						1.0		JUNCTION SWITCH	9.8		121.2						
s	7.56	s	3.57		DW 10	10.8		HARMON	10.3	P	111.4	71	s	11.44AM	s	2.24	
s	8.36	s	4.22		DW 20	21.1		.PRICE	7.0	P	101.1	62	s	11.19	s	1.40	
s	9.08	s	4.39	WX	DW 27	28.1	SR	SANGER	7.6	D	94.1	40	s	11.02	s	1.09	
s	9.42	s	4.58		DW 35	35.7		HENSLER	8.7		86.5	72	s	10.44	s	12.36PM	
s	10.23 164	s	5.19	X	DW 43	44.4	FC	FORT CLARK	9.1	D	77.8	28	s	10.23 791	s	11.59AM	
s	11.00	s	5.41	WY CX	DW 52	53.5	SK	STANTON	11.9	D	68.7	41	s	10.01	s	11.20	
s	11.49AM	s	6.10	X	DW 65	65.4	HN	HAZEN	8.2	D	56.8	33	s	9.32	s	10.28	
s	12.23PM	s	6.30	W 1 1/2 M.E. -X-	DW 73	73.6	BH	.BEULAH	7.1	D	48.6	38	s	9.12	s	9.53	
s	12.53	s	6.47		DW 80	80.7	Z	ZAP	7.2	D	41.5	24	s	8.55	s	9.20	
s	1.23	s	7.04	X W 1 1/2 -W-	DW 87	87.9	GV	GOLDEN VALLEY	6.8	D	34.3	24	s	8.38	s	8.48	
s	1.51	s	7.20		DW 94	94.7	D	DODGE	7.3	D	27.5	26	s	8.22 792	s	8.22 164 8.04	
s	2.21	s	7.38	X	DW101	102.0	HA	HALLIDAY	5.7	D	20.2	28	s	8.04	s	7.37	
s	2.45	s	7.52	X	DW107	107.7	WN	WERNER	7.8	D	14.5	28	s	7.50	s	7.17	
s	3.18	s	8.11	X	DW115	115.5	DU	DUNN CENTER	6.7	D	6.7	28	s	7.31	s	6.52	
A	3.50PM	A	8.30PM	WCY X	DW122	122.2	KD	KILLDEER		D	0.0	40	L	7.15AM	L	6.30AM	
Mon., Wed. and Fri.		Ex. Sun.											Ex. Sun.		Tue. Thurs. and Sat.		
8.30		5.00		.....	.....	.....	.....	Time Over Sub-division.....				.....	5.00		8.30		
14.3		24.4		.....	.....	.....	.....	Average Speed per Hour.....				.....	24.4		14.3		

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. 50.				FIRST CLASS	THIRD CLASS		
		783	165			JULY 29, 1923.				166	784		
		Way Freight	Passenger			Succeeding No. 49.				Passenger	Way Freight		
		Mon., Wed., and Fri.	Ex. Sun.			STATIONS				Ex. Sun.	Tue., Thur. and Sat.		
		L 8.10AM	L 12.50PM			Telephone Offices				Ex. Sun.	Tue., Thur. and Sat.		
		s 8.38	s 1.11			PINGREE	D 92.8			s 12.25	s 1.11		
		s 8.59	s 1.27			VASHTI	84.0			s 12.09PM	s 12.40		
		s 9.15	s 1.39			GOLDWIN	77.4			s 11.57AM	s 12.18PM		
		s 9.39	f 1.53			WOODWORTH	D 72.3			f 11.43	s 11.53AM		
		s 10.02	s 2.07			MARSTONMOOR	66.5			s 11.29	s 11.29		
		s 10.22	s 2.19			PETTIBONE	D 60.9			s 11.17	s 10.55		
		s 10.58	s 2.38			LAKE WILLIAMS	D 56.1			s 10.58	s 10.24		
		s 11.44AM	s 3.02			ROBINSON	D 48.1			s 10.34	s 9.44		
		s 12.28PM	s 3.24			TUTTLE	D 38.2			s 10.11	s 9.07		
		s 12.51	s 3.36			ARENA	D 28.8			s 9.59	s 8.48		
		s 1.47	s 4.05			WING	D 24.0			s 9.30	s 8.02		
		s 2.11	f 4.17			REGAN	D 12.1			s 9.17	s 7.42		
		A 2.45PM	A 4.35PM			STILL	6.9			L 9.00AM	L 7.15AM		
		Mon., Wed., and Fri.	Ex. Sun.			WILTON	D 0.0			Ex. Sun.	Tue., Thur. and Sat.		
		6.35	3.45			Soo Line	Track Conn.			3.50	6.18		
		14.0	24.5			Time Over Sub-division				24.2	14.9		
						Average Speed per Hour							

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

WESTWARD		SIXTH SUB-DIVISION (OBERON BRANCH)										EASTWARD	
		SECOND CLASS				Time Table No. 50.				SECOND CLASS			
		173				JULY 29, 1923.				174			
		Mixed				Succeeding No. 49.				Mixed			
		Ex. Sun.				STATIONS				Ex. Sun.			
		L 3.45PM				Telephone Offices and Calls				Ex. Sun.			
		s 4.05	s 4.25			OBERON	D 27.5			s 10.55	s 10.36		
		s 4.55	s 5.15			JOSEPHINE	22.2			s 10.10	s 9.45		
		s 5.30	s 5.45PM			FLORA	D 17.2			s 9.30	L 9.20AM		
		A 5.45PM	WCY X			MADDOCK	D 12.0			L 9.20AM	Ex. Sun.		
		Ex. Sun.				HESPER	D 7.1			Ex. Sun.			
		2.00				PENDENNIS	3.3			2.00			
		13.7				ESMOND	D 0.0			13.7			
						Time Over Sub-division							
						Average Speed per Hour							

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

WESTWARD		FIFTH SUB-DIVISION (SYKESTON BRANCH)										EASTWARD	
		THIRD CLASS	FIRST CLASS			Time Table No. 50.				FIRST CLASS	THIRD CLASS		
		785	159			JULY 29, 1923.				160	786		
		Way Freight	Passenger			Succeeding No. 49.				Passenger	Way Freight		
		Mo., Wed. and Fri.	Ex. Sun.			STATIONS				Ex. Sun.	Tue., Thur. and Sat.		
		L 8.30AM	L 2.35PM			Telephone Offices and Calls				Ex. Sun.	Tue., Thur. and Sat.		
		f 9.07	s 2.53			CARRINGTON	D 84.9			s 12.29	f 12.56		
		s 9.38	s 3.08			DOVER	D 77.7			s 12.14PM	s 12.28PM		
		s 10.14	s 3.26			SYKESTON	D 71.8			s 11.56AM	s 11.56AM		
		s 10.53	s 3.46			HEATON	D 64.8			s 11.36	s 11.03		
		s 11.22	s 4.00			BOWDON	D 57.1			s 11.22	s 10.42		
		s 11.46AM	s 4.14			CHASELEY	D 51.8			s 11.09	s 10.21		
		s 12.28PM	s 4.38			HURDSFIELD	D 46.5			s 10.45	s 9.43		
		s 12.57	s 4.55			GOODRICH	D 37.0			s 10.28	s 9.17		
		s 1.37	s 5.18			DENHOFF	D 30.5			s 10.05	s 8.41		
		f 2.05	s 5.34			McCLUSKY	D 21.5			s 9.49	f 8.16		
		s 2.34	s 5.51			PICARDVILLE	15.2			s 9.32	s 7.50		
		A 3.15PM	A 6.15PM			MERCER	D 8.6			L 9.10AM	L 7.15AM		
		Mo., Wed. and Fri.	Ex. Sun.			TURTLE LAKE	D 0.0			Ex. Sun.	Tue., Thur. and Sat.		
		6.45	3.40			Time Over Sub-division				3.40	5.55		
		12.5	23.1			Average Speed per Hour				23.1	14.3		

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				Time Table No. 50.				SECOND CLASS			
		175				JULY 29, 1923.				176			
		Mixed				Succeeding No. 49.				Mixed			
		Ex. Sun.				STATIONS				Ex. Sun.			
		L 3.20PM				Telephone Offices and Calls				Ex. Sun.			
		f 3.40	s 3.55			McKENZIE	D 44.6			s 12.30PM	f 12.05PM		
		s 4.20	s 4.50			BURDICK	D 37.7			s 11.50AM	s 11.25		
		s 5.20	s 5.50PM			MOFFITT	P 33.1			s 11.00	s 10.25		
		A 5.50PM	WCY X			SOO LINE CROSSING	32.1			L 10.00AM	Ex. Sun.		
		Ex. Sun.				DANA	24.9			Ex. Sun.			
		2.30				HAZELTON	D 16.9			2.30			
		17.8				TEMVIK	D 8.0			17.8			
						LINTON	D 0.0						
						C. M. & St. P.	Track Conn.						
						Time Over Sub-division							
						Average Speed per Hour							

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

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 Avenue 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 and then proceed under control into yard. Westward passenger trains must stop unless switches are right and track clear. Westward freight trains must not start from a yard track until signal 94.3 goes to "Proceed" except upon authority of train dispatcher. When a train is cleared at Jamestown yard office the operator will notify the signalman at Pipestem Tower. When a train is ready to depart and if signal 94.3 does not indicate "Proceed," three long and one short blasts of the whistle will be sounded as a signal to operator at Pipestem Tower to line up route and give "Proceed" indication of signal 94.3. 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. 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.
8. 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 Q-5 engines, fifty-five (55) miles per hour. Class W or heavier engines, thirty (30) miles per hour. Eastward freight trains will use not less than twenty-three minutes Windsor to Eldridge. Freight trains, 15 miles an hour between 3rd and 9th Streets at Bismarck.
9. 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.

SPECIAL INSTRUCTIONS.

10. Lap Sidings—Unless otherwise instructed trains taking siding will head in at the lap.
11. 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.
12. Register Stations—Jamestown. Mandan.
13. Bulletin Stations—Jamestown Passenger Station. Jamestown Yard Office. Jamestown Roundhouse. Mandan Passenger Station. Mandan Roundhouse.
14. Standard Time Clocks. Jamestown Passenger Station. Jamestown Yard Office. Mandan Passenger Station.
15. Watch Inspectors—H. G. Picard, Jamestown. C. G. Conyne, Mandan.
16. Deraill Switches—Jamestown.....Thompson Yards Spur  
Jamestown.....Coal Dock Tracks  
Eldridge.....Both ends house track  
Windsor.....Both ends house track  
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
- |                       | Miles from<br>Jamestown | Car<br>Capacity |
|-----------------------|-------------------------|-----------------|
| 17. Commercial Spurs— |                         |                 |
| Penitentiary .....    | 98.5                    | 25              |
| Military .....        | 99.5                    | 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. At Jamestown, Nos. 154 and 155, in crossing over east of passenger station, will protect against Fargo Division trains.
3. 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-five (25) miles per hour between Jamestown and Grand Rapids and twenty (20) 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.
4. 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.
5. Register Stations—Jamestown. LaMoure. Independence. Oakes.
6. Bulletin Stations—Jamestown Passenger Station. Jamestown Yard Office. Jamestown Roundhouse.
7. Standard Time Clocks. Jamestown Passenger Station. Jamestown Yard Office.
8. Watch Inspector—H. G. Picard, Jamestown.
9. Commercial Spurs—
- |                 | Miles from<br>Oakes | Car<br>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. Third sub-division junction switch is located five hundred feet west of James River Bridge. Third sub-division trains will move between this switch and the passenger station protecting against Fargo and Dakota Division trains.
3. At Carrington Third Subdivision freight trains will keep out of the way of Nos. 159 and 160 between wye switch and depot. All trains will move between wye switch and depot prepared to stop unless the main track is seen or known to be clear.
4. At Pingree all trains will move between fourth sub-division junction switch and depot prepared to stop unless the main track is seen or known to be clear.
5. Great Northern Crossing Interlocking—The hours of duty of the Tower man are from 9 A. M. to 12 Noon and 1 P. M. to 6 P. M. At all other times the route will be set for Great Northern trains. To get the route a Northern Pacific train will sound three long and one short blasts of the whistle to call the Tower man.
6. Engine Restrictions—W. engines, or heavier, are not permitted on sharp curve on east end of industry track at Pingree and must be operated very carefully at any point on this track.
7. Bridge Restrictions—Trains must not exceed fifteen (15) miles per hour over Bridge 71, one and one-half miles west of Sheyenne.
8. Speed Restrictions—Passenger trains, forty (40) miles per hour. Passenger trains, twenty (20) miles per hour in Jamestown yard between the passenger station and Bridge "O" west of stockyard. 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 crossings at Carrington, and four (4) miles per hour on G. N. Transfer track at Leeds.
9. 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 and No. 2 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.
10. Register Stations—Jamestown. Pingree. Carrington. Oberon. Leeds.
11. Bulletin Stations—Jamestown Passenger Station. Jamestown Yard Office. Jamestown Roundhouse. Carrington.
12. Standard Time Clocks—Jamestown Passenger Station. Jamestown Yard Office. Carrington.
13. Watch Inspectors—H. G. Picard, Jamestown. Andrew Lee, Carrington.
14. Deraill Switches—Carrington.....Coal dock tracks  
Carrington.....East end Soo transfer.  
New Rockford.....Both ends house track  
New Rockford.....West end elevator track  
Brinsmade.....West end house track
15. Commercial Spurs—
- |               | Miles from<br>Jamestown | Car<br>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. Engine Restrictions—W. engines must move very carefully on gravel pit track west of Tuttle and not exceed six (6) miles per hour.
3. Bridge Restrictions—Trains must not exceed fifteen (15) miles per hour over Bridge 37.1 one-half mile west of Lake Williams.
4. 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.
5. 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 INSTRUCTIONS—Continued

6. Register Stations—  
Pingree.  
Wilton.
7. Derail Switches—  
Pettibone.....East end elevator track  
Lake Williams.....West end house track  
Arena.....East end elevator track
8. Commercial Spurs—
- |                                   | Distance from<br>Pingree | Car<br>Capacity |
|-----------------------------------|--------------------------|-----------------|
| Macomber (Washburn Coal Co.)..... | 89.6                     | 72              |

FIFTH SUB-DIVISION  
(SYKESTON BRANCH)

1. 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.
2. Speed Restrictions—Passenger trains, thirty-five (35) miles per hour. Freight trains, thirty (30) miles per hour between Carrington and Bowden and twenty-five (25) miles per hour between Bowden and Turtle Lake.
3. Special Stops, Connections, etc.  
No. 159 will connect with Nos. 157 and 158 at Carrington.  
Nos. 785 and 786 may carry adult male passengers.
4. Register Stations—  
Carrington.  
Turtle Lake.
5. Bulletin Station—  
Carrington.
6. Standard Time Clock—  
Carrington.
7. Watch Inspector—  
Andrew Lee, Carrington.
8. Commercial Spurs—
- |               | Miles from<br>Carrington | Car<br>Capacity |
|---------------|--------------------------|-----------------|
| Garland ..... | 4.0                      | 6               |

SIXTH SUB-DIVISION  
(OBERON BRANCH)

1. Speed Restrictions—Twenty (20) miles per hour.
2. Special Stops, Connections, etc. No. 173 will connect with No. 157.
3. Register Stations—  
Oberon.  
Esmond.
4. Bulletin Station—  
Esmond.

SEVENTH SUB-DIVISION  
(LINTON BRANCH)

1. At Linton tracks inside yard limit signs are joint with C. M. & St. P. Ry. and their trains of superior class will be given precedence.
2. Speed Restrictions—Twenty-five (25) miles per hour.
3. Special Stops, Connections, etc.  
No. 175 will connect with Nos. 7 and 8 at McKenzie.
4. Register Stations—  
McKenzie.  
Linton.
5. Bulletin Station—  
Linton.
6. Watch Inspector—  
Wm. Heyerman, Linton.

EIGHTH SUB-DIVISION  
(MANDAN SOUTH LINE)

1. At Mandan Eighth Subdivision trains will protect against First Subdivision trains between passenger station and junction switch.
2. 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.
3. Special Stops, Connections, etc.  
No. 161 will connect with Nos. 7 and 8.  
Nos. 789 and 790 may carry adult male passengers.
4. Register Stations—  
Mandan.  
Mott.
5. Bulletin Stations—  
Mandan Passenger Station.  
Mandan Round House.
6. Standard Time Clock—  
Mandan Passenger Station.

7. Watch Inspector—  
C. G. Conyne, Mandan.
8. Derail Switches—  
Solen.....East end house track  
Breien.....East end house track  
Flasher.....East end house track  
Burt.....West end elevator track.
9. Commercial Spurs—
- |                            | Distance from<br>Mandan | Car<br>Capacity |
|----------------------------|-------------------------|-----------------|
| McAuliff's Gravel Pit..... | 11.1                    | 41              |
| Benton Packet Co.....      | 35.1                    | 6               |

NINTH SUB-DIVISION  
(MANDAN NORTH LINE)

1. 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.
2. At Zap, trains using the tracks of Lucky Strike mine will move carefully and look out for scant clearance, both overhead and side.
3. 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. 163 will connect with Nos. 7 and 8.  
Nos. 791 and 792 may carry adult male passengers.
4. Register Stations—  
Mandan.  
Killdeer.
5. Bulletin Stations—  
Mandan Passenger Station.  
Mandan Roundhouse.
6. Standard Time Clock—  
Mandan Passenger Station.
7. Watch Inspector—  
C. G. Conyne, Mandan.
8. Derail Switches—  
Water Works Spur. Line up switch for switch back track to act as derail.
9. Commercial Spurs—
- |                                     | Distance from<br>Mandan | Car<br>Capacity |
|-------------------------------------|-------------------------|-----------------|
| Water Works.....                    | 3.5                     | 10              |
| Rock Haven.....                     | 4.5                     | 10              |
| Republic (Zap Collieries Co.) ..... | 78.0                    | 80              |
| Deemy (Zap Coal Co.) .....          | 83.6                    | 4               |
| High Carbon Mine.....               | 109.9                   | 65              |
| Hygrade Coal Mine.....              | 112.4                   | 27              |

## ALL SUB-DIVISIONS

1. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
2. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
3. 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.
4. Except as otherwise provided or when running light without conductor enginemen will only be required to consult register at initial or starting point.
5. Foremen of sections, B & B crews and extra gangs on all branch lines will flag trains in accordance with Rule 928-A.
6. When necessary to take slack of freight trains with helper engine on the rear it should be done by the helper engine.
7. 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.
8. The following signs when placed in columns provided indicate:  
W—Water.  
C—Fuel.  
O—Track Scales.  
T—Turntable.  
Y—Wye.  
D—Day office only.  
DN—Day and night office.  
P—Telephone.  
X—Yard limits.

AUTHORIZED SURGEONS  
LOCATION OF STRETCHER—(S)  
EASTERN DISTRICT

- DR. A. W. IDE, Chief Surgeon, St. Paul.  
DR. J. A. EVERT,  
DR. H. G. COLLIE,  
DR. M. A. SHILLINGTON,  
DR. H. G. REINEKE,  
DR. H. J. HALL, } Associate Surgeons N. P. B. A. Hospital  
St. Paul.
- 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. C. C. COWIN, Oculist, Jamestown.  
DR. F. W. MAERCKLEIN, Oakes (S).  
DR. G. B. RIBBLE, LaMoure.  
DR. H. VAN DE ERVE, Carrington.  
DR. J. R. MCKENZIE, 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. WALLACE NUTTING, Tuttle.  
DR. WM. P. THELEN, Wilton.  
DR. A. E. DONKER, Sykeston.  
DR. A. E. WESTERVELT, Bowden.  
DR. F. BROWN, McCluskey.  
DR. R. C. RASMUSSEN, McCluskey.  
DR. G. E. HINZERTH, Turtle Lake.  
DR. A. B. LUND, Leeds.

## YELLOWSTONE DISTRICT

- DR. R. H. BEACH, Chief Surgeon, Glendive.  
DR. R. W. FURMAN, Assistant Surgeon, Glendive. } N. P. B. A. Hospital  
DR. J. C. CHERRY, Interne, Glendive. } Glendive  
DR. G. D. TODD, Medina.  
DR. T. S. PRYSE, Dawson.  
DR. G. A. KERNER, Steele.  
DR. F. R. SMYTHE, Bismarck, (S).  
DR. C. E. STACKHOUSE, Bismarck.  
DR. L. G. SMITH, Oculist, Mandan.  
DR. H. O. ALTNOW, Mandan (S).  
DR. W. C. AYLEN, Mandan.  
DR. B. S. NICKERSON, Mandan.  
DR. P. F. RICE, Solen.  
DR. H. E. WINCHESTER, Hazelton.  
DR. R. R. HOGUE, Linton.  
DR. W. R. SHORTRIDGE, Flasher.  
DR. R. H. LEAVITT, Carson.  
DR. F. C. LORENZEN, Elgin.  
DR. O. C. MAERCKLEIN, Mott (S).  
DR. C. C. SMITH, Stanton.  
DR. L. G. EASTMAN, Hazen.  
DR. J. J. WHYTE, Golden Valley.  
DR. I. M. LAW, Halliday.  
DR. OSCAR SMITH, Killdeer (S).

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			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 one third of the empties on the head end and remainder behind the loads except that no more empties will be placed on the head end than the total number of loads in the train.

Time per Mile Min. Sec.	Miles per Hour
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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

B. F. RIGGS,  
Trainmaster.

H. W. GILLETTE,  
Trainmaster.

**R. N. ANDERSON,**  
**Chief Dispatcher.**

### MAXIMUM CLEARANCES.

## LIMIT OF LOAD MEASUREMENT

[illegible]



