

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **DAKOTA DIVISION**

# **TIME 52 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, JANUARY 18, 1925.**

**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,**  
General Manager.

**NEWMAN KLINE,**  
General Superintendent.

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

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

WESTWARD

FIRST SUB-DIVISION (MAIN LINE.)

EASTWARD

THIRD CLASS 779	SECOND CLASS		FIRST CLASS			Water, Fuel, Seals, Turn Tables, Ways and Yard Limits	Station Numbers	Distance from Junction	Time Table No. 52. January 18, 1925. Succeeding No. 51.			Distance from Mandan	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS	THIRD CLASS	
	605	603	7	3	1				2	4	8			602	780				
	Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger			Freight	Way Freight				
Way Freight	Daily	Daily	Daily	Daily	Daily				STATIONS					Daily	Tue., Thur. and Sat.				
Mon., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily				Telegraph Offices and Calls					Daily					
L 7:00AM	L 6:20AM	L 5:53AM	L 11:35AM	L 7:55PM	L 8:53AM	WCX	409	0.0	JY	JAMESTOWN	DN	107.3	Yard	A 11:33AM	A 10:10PM	A 6:07PM	A 5:15AM	A 1:20PM	
7:06	6:30	9:00	11:41	8:00	8:58	X	411	2.0	Interlocked	PIPESTEM TOWER	P	105.3		11:27	10:04	5:58	5:06	1:09	
7:24	6:49	9:17	11:52AM	8:09	9:07		416	7.0	EQ	ELDRIDGE	DN	100.3	E77	11:20	9:56	5:50	4:49	12:49	
7:43	7:08	9:34	12:03PM	8:18	9:16		421	12.0		OSWEGO	P	95.3	78	11:13	9:48	5:41	4:32	12:29	
7:58	7:24	9:48	12:12	8:26	9:24	X	425	16.2	WR	WINDSOR	DN	91.1	E77	11:07	9:42	5:33	4:18	12:12PM	
8:12	7:38	10:01	12:19	8:32	9:29		429	20.0	CD	CLEVELAND	D	87.3	E78	11:01	9:36	5:25	4:05	11:58AM	
8:31	7:58	10:19	12:29	8:40	9:37		434	25.0		DON	P	81.7	79	10:53	9:28	5:14	3:46	11:42	
8:41	8:09	10:29	12:35	8:45	9:42	WX	438	28.7	MD	MEDINA	DN	78.6	E78	10:48	9:23	5:07	3:36	11:33	
8:50	8:19	10:44	12:40	8:49	9:46		440	31.4		SOUTHDOWN	P	75.9	77	10:44	9:19	5:00	3:27	11:25	
9:11	8:41	11:03	12:51	8:58	9:55		446	37.5		CRYSTAL SPRINGS	P	69.8	E70	10:35	9:10	4:50	3:07	11:08	
9:25	8:56	11:24	12:58	9:04	10:01	W	450	41.6	LG	LADOGA	N	65.7	E78	10:29	9:04	4:42	2:53	10:49	
9:36	9:07	11:36	1:04	9:10	10:05		454	44.0	TP	TAPPEN	D	62.7	79	10:24	8:57	4:36	2:43	10:37	
9:58	9:27	11:57AM	1:15	9:20	10:15	WC	450	50.2	DO	DAWSON	DN	57.1	E79	10:15	8:49	4:24	2:25	10:15	
10:15	9:38	12:08PM	1:21	9:25	10:21	X	463	53.1		SIFTON	P	54.2	80	10:10	8:45	4:15	2:15	9:38	
10:27	10:03	12:25	1:31	9:34	10:29		467	58.0	ST	STEELE	DN	49.3	E76	10:03	8:37	4:07	1:59	9:13	
10:48	10:14	12:35	1:37	9:39	10:34		470	60.8		RANKIN	P	46.5	78	9:58	8:32	4:01	1:50	9:00	
11:00	10:42	12:51	1:46	9:47	10:42		474	65.5		GENEVA	P	41.8	78	9:51	8:25	3:54	1:35	8:42	
11:19	10:55	1:02	1:52	9:52	10:47		478	68.7	DR	DRISCOLL	D	38.6	E79	9:46	8:20	3:48	1:24	8:29	
11:33	11:14	1:19	2:01	10:00	10:54		483	73.6		ANGORA	P	33.7	78	9:39	8:12	3:37	1:08	8:10	
11:52AM	11:26	1:29	2:06	10:05	10:58	W	486	76.4	SG	STERLING	DN	30.9	E78	9:35	8:08	3:32	12:59	7:59	
12:03PM	11:33AM	1:53	2:19	10:16	11:08	WY	492	83.2	MZ	McKENZIE	D	24.1	E82	9:25	7:57	3:17	12:36	7:33	
12:31	12:14PM	2:10	2:29	10:25	11:16		497	88.6	BU	BURLEIGH	D	18.7	E78	9:17	7:48	3:02	12:18	7:12	
12:53	12:34	2:34	2:39	10:33	11:24		506	93.8		APPLE CREEK	P	13.5	80	9:09	7:40	2:51	12:01AM	6:52	
1:14	12:45	3:02	2:45	10:38	11:29		508	96.8		PIERCE	P	10.5	80	9:04	7:35	2:45	11:51PM	6:41	
1:26								99.3		SOO LINE CROSSING		8.0							
1:45	1:03	3:20	2:55	10:46	11:37	WX	510	101.5	Interlocked.	BISMARCK	DN	5.8	E79	8:57	7:28	2:34	11:35	6:23	
A 2:10PM	A 1:30PM	A 3:45PM	3:02	10:54	11:42		515	107.3	BI	SCO LINE	DN	0.0	W55	8:54	7:23	2:29	L 11:15PM	L 6:00AM	
Mon., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	WCX			A	MANDAN	DN			Daily	Daily	Daily	Daily	Tue., Thur. and Sat.	
6.53	7.10	6.35	3.38	3.07	3.01									2.49	2.55	3.45	6.00	7.03	
15.7	14.9	16.2	29.5	34.4	35.5									35.0	36.7	28.6	17.8	15.2	

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 6 AND 7.



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.

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

Table with columns for Westward and Eastward trains between Independence and La Moure. Includes stations like LA MOURE, GRAND RAPIDS, DICKY, ADRIAN, etc.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 6 AND 7

WESTWARD

FOURTH SUB-DIVISION (WILTON BRANCH)

EASTWARD

Table with columns for Third Class (783), First Class (165), and Third Class (784). Includes station names like PINGREE, VASHTI, GOLDWIN, etc.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 6 AND 7.

WESTWARD

SIXTH SUB-DIVISION (OBERON BRANCH)

EASTWARD

Table with columns for Second Class (173) and Second Class (174). Includes station names like OBERON, JOSEPHINE, FLORA, etc.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 6 AND 7.

WESTWARD

SEVENTH SUB-DIVISION (LINTON BRANCH)

EASTWARD

Table with columns for Second Class (175) and Second Class (176). Includes station names like MCKENZIE, BURDICK, MOFFITT, etc.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 6 AND 7.

WESTWARD		EIGHTH SUB-DIVISION (MANDAN SOUTH LINE.)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 52. January 18, 1925. Succeeding No. 51. Mountain or 105th Meridian Time.										THIRD CLASS	FIRST CLASS
789	161	STATIONS										162	790
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight
Mon., Wed. and Fri.	Ex. Sun.	Station Numbers	Distance from Mandan	Direction	Distance from Mott	Car Capacity of Sidings	Station Numbers	Distance from Mott	Direction	Distance from Mandan	Ex. Sun.	Tue. Thurs. and Sat.	
L 7.10 <sup>AM</sup>	L 3.10 <sup>PM</sup> 700	WOC TYX	515	A	120.8	Yard	515	A	120.8	DN	A 12.30 <sup>PM</sup>	A 2.50 <sup>PM</sup> 101	
			0.0		125.9				125.9				
s 7.50	s 3.40	DJ 13	12.8		114.0	34			114.0		s 11.56 <sup>AM</sup>	s 2.06	
s 8.20	s 3.57	W DJ 20	20.1	HU	106.7	37			106.7	D	s 11.38	s 1.41	
s 8.52	s 4.16	X DJ 28	27.9	FR	98.0	42			98.0	D	s 11.19	s 1.15	
9.23	f 4.34	YX DJ 36	35.0	CANNON BALL JCT. 1.2					01.2		11.00	12.46	
s 9.28	s 4.39	WX DJ 37	36.8	CB	02.4	28			02.4	D	s 10.58	s 12.41	
9.40	4.41	YX DJ 36	35.0	CANNON BALL JCT. 10.8					01.2		f 10.53	12.36 <sup>PM</sup>	
s 10.27 102	s 5.07	X DM 11	40.4	SN	80.4	30			80.4	D	s 10.27 780	s 11.58 <sup>AM</sup>	
s 10.58	s 5.25	W DM 18	53.7	BREHLEN 8.7					73.1		13	s 10.10	s 11.32
s 11.14	s 5.34	DM 22	57.4	MR	69.4	35			69.4	D	s 10.01	s 11.19	
f 11.48 <sup>AM</sup>	f 5.53	DM 30	65.4	CALL 4.9				Spur	61.4		f 9.42	f 10.50	
s 12.09 <sup>PM</sup>	s 6.05	WC X DM 35	70.3	FH	56.5	54			56.5	D	s 9.30	s 10.33	
s 12.46	s 6.26	DM 43	78.9	RK	47.0	22			47.0	D	s 9.09	s 10.02	
f 1.03	f 6.36	DM 47	82.9	THIAN 5.8					48.9		29	f 9.00	f 9.48
s 1.28	s 6.51	WX DM 53	88.7	CO	38.1	35			38.1	D	s 8.46	s 9.27	
s 1.57	s 7.07	DM 60	95.5	HI	31.3	21			31.3	D	s 8.30	s 9.03	
s 2.28	s 7.25	X DM 67	102.6	SY	24.2	50			24.2	D	s 8.13	s 8.38	
s 2.51	s 7.39	X DM 72	108.0	NEW LEIPZIG C. M. & St. P. 3.8 Track Conn.					18.8	D	50	s 8.00	s 8.18
s 3.07	s 7.48	W DM 70	111.8	ODESSA 6.5					15.0		42	s 7.51	s 8.04
s 3.35	s 8.04	X DM 83	118.3	B	8.5	33			8.5	D	s 7.36	s 7.45	
A 4.15 <sup>PM</sup>	A 8.25 <sup>PM</sup>	WC YX DM 91	120.8	MO	0.0	44			0.0	D	L 7.15 <sup>AM</sup> 700	L 7.20 <sup>AM</sup> 102	
Mon., Wed. and Fri.	Ex. Sun.										Ex. Sun.	Tue. Thurs. and Sat.	
9.05	5.15	.....Time Over Sub-division.....										5.15	7.30
13.9	24.1	.....Average Speed per Hour.....										24.1	16.9

WESTWARD		NINTH SUB-DIVISION (MANDAN NORTH LINE.)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 52. January 18, 1925. Succeeding No. 51. Mountain or 105th Meridian Time.										THIRD CLASS	FIRST CLASS
791	163	STATIONS										164	792
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight
Mon., Wed. and Fri.	Ex. Sun.	Station Numbers	Distance from Mandan	Direction	Distance from Killdeer	Car Capacity of Sidings	Station Numbers	Distance from Killdeer	Direction	Distance from Mandan	Ex. Sun.	Tue. Thurs. and Sat.	
L 7.20 <sup>AM</sup>	L 3.30 <sup>PM</sup> 702	WCO TYX	515	A	122.2	Yard	515	A	122.2	DN	A 12.15 <sup>PM</sup>	A 3.15 <sup>PM</sup> 163	
			1.0		121.2				121.2				
s 7.56	s 3.57	DW 10	10.8		111.4	71			111.4	P	s 11.44 <sup>AM</sup>	s 2.24	
s 8.36	s 4.22	DW 20	21.1	PRICE 7.0					101.1	P	02	s 11.19	s 1.40
s 9.08	s 4.39	WX DW 27	28.1	SR	94.1	40			94.1	D	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 12.36 <sup>PM</sup>
s 10.23 164	s 5.19	X DW 43	44.4	FC	77.8	28			77.8	D	s 10.23 701	s 11.59 <sup>AM</sup>	
s 11.00	s 5.41	WY CX DW 52	53.5	SK	68.7	41			68.7	D	s 10.01	s 11.20	
s 11.49 <sup>AM</sup>	s 6.10	X DW 65	65.4	HN	56.8	33			56.8	D	s 9.32	s 10.28	
s 12.23 <sup>PM</sup>	s 6.30	W X MI EX DW 73	73.6	BH	48.6	38			48.6	D	s 9.12	s 9.53	
s 12.53	s 6.47	W Y C DW 80	80.7	Z	41.5	60			41.5	D	s 8.55	s 9.20	
s 1.23	s 7.04	X DW 87	87.9	QV	34.3	24			34.3	D	s 8.38	s 8.48	
s 1.51	s 7.20	DW 94	94.7	D	27.5	26			27.5	D	s 8.22 792	s 8.22 8.04 104	
s 2.21	s 7.38	W X DW101	102.0	HA	20.2	28			20.2	D	s 8.04	s 7.37	
s 2.45	s 7.52	X DW107	107.7	WN	14.5	28			14.5	D	s 7.50	s 7.17	
s 3.18	s 8.11	X DW115	115.5	DU	0.7	28			0.7	D	s 7.31	s 6.52	
A 3.50 <sup>PM</sup>	A 8.30 <sup>PM</sup>	WC Y X DW122	122.2	KD	0.0	40			0.0	D	L 7.15 <sup>AM</sup>	L 6.30 <sup>AM</sup>	
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 6 AND 7

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

SPECIAL INSTRUCTIONS PAGES 6 AND 7

WESTWARD

FIFTH SUB-DIVISION  
(SYKESTON BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Grease, Car, Day, Year, etc. Yard Limits.	Station Numbers	Distances from Carrington	Time Table No. 52. January 18, 1925. Succeeding No. 51.		Distance from Turtle Lake	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
785	159	160	786									
Way Freight	Passenger	Passenger	Way Freight	STATIONS		Passenger	Way Freight			Ex. Sun.	Tue., Thur. and Sat.	
Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Tue., Thur. and Sat.	Telegraph Offices and Calls		Ex. Sun.	Tue., Thur. and Sat.			Ex. Sun.	Tue., Thur. and Sat.	
L 8:30 <sup>AM</sup>	L 2:35 <sup>PM</sup>	CYX DE 44	0.0	CN	CARRINGTON	D 84.0	101	A 12:50 <sup>PM</sup>	A 12:25 <sup>PM</sup>			
s 9:07	s 2:53	DF 7	7.2	DV	DOVER	D 77.7	17	s 12:29	s 11:56 <sup>AM</sup>			
s 9:38	s 3:08	WX DF 13	13.1	SQ	SYKESTON	D 71.8	03	s 12:14 <sup>PM</sup>	s 11:36			
s 10:14	s 3:26	DF 19	20.1	H	HEATON	D 64.8	35	s 11:56 <sup>AM</sup>	s 11:12			
s 10:53	s 3:46	X DF 27	27.8	BD	BOWDON	D 57.1	77	s 11:36	s 10:46			
s 11:22 <sup>100</sup>	s 4:00	W 21 mi. w. DF 32	33.1	CH	CHASELEV	D 51.8	19	s 11:22 <sup>785</sup>	s 10:28			
s 11:46 <sup>AM</sup>	s 4:14	DF 38	38.4	HD	HURDSFIELD	D 46.5	37	s 11:09	s 10:10			
s 12:28 <sup>PM</sup>	s 4:38	DF 47	47.9	GH	GOODRICH	D 37.0	53	s 10:45	s 9:37			
s 12:57	s 4:55	WY DF 54	54.4	DF	DENHOFF	D 30.5	61	s 10:28	s 9:15			
s 1:37	s 5:18	X DF 63	63.4	MC	McCLUSKY	D 21.5	29	s 10:05	s 8:44			
f 2:05	s 5:34	DF 69	69.7		PICARDVILLE	15.2	Spur 11	s 9:49	f 8:22			
s 2:34	s 5:51	W 1 mi E DF 76	76.3	RC	MERCER	D 8.6	20	s 9:32	s 7:59			
A 3:15 <sup>PM</sup>	A 6:15 <sup>PM</sup>	CY X DF 84	84.0	TU	TURTLE LAKE	D 0.0	60	L 9:10 <sup>AM</sup>	L 7:30 <sup>AM</sup>			
Mo., Wed. and Fri.	Ex. Sun.							Ex. Sun.	Tue., Thur. and Sat.			
0.45	3.40				.....Time Over Sub-division.....			3.40	4.55			
12.5	23.1				.....Average Speed per Hour.....			23.1	17.2			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
SPECIAL INSTRUCTIONS PAGES 6 AND 7.

SPEED TABLE

Time per Mile	Miles per Hour
Min. Sec.	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

MAXIMUM CLEARANCES.

	LIMIT OF LOAD MEASUREMENT																	Controlling Structure			
	Height Above Top of Rail																				
	1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide	11'-6" Wide	Max. Height	Max. Wide		
First Sub-division, Jamestown to Mandan.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	20'-6"	20'-6"	20'-4"	19'-3"	17'-0"	15'-6"	21'-0"	11'-6"	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"	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"	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"	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"	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"	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"	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"	21'-0"	11'-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. Switch tenders are on duty at Pittsburgh Avenue continuously and at 6th Avenue from 5:00 A. M. to 12:00 Midnight week days, and from 8:00 A.M. to 12:00 Midnight Sundays. The normal position of the switches is for the freight train routes and when the switch tender at 6th Avenue is not on duty, Conductor or Switch Foreman is responsible for the proper position of the switches. While on duty, the 6th Avenue switch tender will close the switches just west of James River Bridge behind eastward freight trains. The first two tracks south of the passenger station at Jamestown 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 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 indication 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 signalman 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 Missouri Valley Seed Co. Spur air must be coupled through to the engine and brakes in control of the engineman when working on this track, account heavy grade. 7. At McKenzie, when necessary to leave cars on south siding, they must be placed east of the crossover to the 7th sub-division, and a derail set by lining up the crossover switches for the crossover at both ends, and the east wye switch for the wye. 8. At Dawson telegraph operator will close the west switch of westward siding and the east switch of eastward siding behind trains leaving these sidings. 9. Engine Restrictions—Gravel Pit Track at Medina...Engines heavier than Class W-2 not permitted. Gravel Pit Track at Ladoga...Engines heavier than Class W-2 not permitted. Military Spur...Engines heavier than Class W-2 not permitted beyond 600 feet from the switch. Wye at McKenzie...Engines heavier than Class T not permitted without special authority from Supt. 10. 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 thirty (30) 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. 11. 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. 12. Special Stops, Connections, etc. Nos. 779 and 780 may carry adult male passengers. 13. Register Stations—Jamestown. Mandan. 14. Bulletin Stations—Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. Jamestown Roundhouse. Mandan Passenger Station—Telegraph office. Mandan Roundhouse. 15. Standard Time Clocks. Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. Mandan Passenger Station. 16. Watch Inspectors—H. G. Picard, Jamestown. C. G. Conyne, Mandan. 17. Derail Switches—Jamestown.....Bridgeman Russell Spur 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 18. Commercial Spurs-- Miles from Car Jamestown Capacity Penitentiary..... 99.2 25 Military..... 100.0 200 Missouri Valley Seed Co. .... 103.2 30 Water Works..... 103.5 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, forty (40) 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. 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. & N.W. 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—Telegraph office. Jamestown Yard Office. Jamestown Roundhouse. 7. Standard Time Clocks. Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. 8. Watch Inspector—H. G. Picard, Jamestown. Miles from Car Oakes Capacity 9. Commercial Spurs— 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 Sub-division 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 freight trains will keep out of the way of Nos. 159 and 160 of Fifth Sub-division 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 and Bridge 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. Trains must not exceed fifteen (15) miles per hour over Bridge 71, one and one-half miles west of Sheyenne. 7. 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 and heavier twenty-five (25) miles per hour. All trains, ten (10) miles per hour over street crossings at Carrington, and four (4) miles per hour on G. N. Transfer track at Leeds. 8. 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 and No. 2 at Jamestown. No. 158 will connect with No. 174 at Oberon and No. 160 at Carrington. Nos. 781, 782, 783, 784, 785 and 786 may carry adult male passengers. 9. Register Stations—Jamestown. Pingree. Carrington. Oberon. Leeds. 10. Bulletin Stations—Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. Jamestown Roundhouse. Carrington. 11. Standard Time Clocks—Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. Carrington. 12. Watch Inspectors—H. G. Picard, Jamestown. Andrew Lee, Carrington. A. R. Hawkinson, New Rockford. 13. Derail 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. 14. 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. Engine and Bridge Restrictions—W engines must move very carefully on gravel pit track west of Tuttle and not exceed six (6) miles per hour. Trains must not exceed fifteen (15) miles per hour over Bridge 37.1 one-half mile west of Lake Williams. 3. 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. 4. 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.

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. L. M. LARSON, Interne,  
DR. M. G. WICKHAM, Interne,  
DR. E. E. SHIELDS, Interne,  
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. A. T. BAILEY, Oculist, Jamestown.  
DR. F. W. MAERCKLEIN, Oakes (S).  
DR. I. R. MAERCKLEIN, Oakes.  
DR. G. B. RIBBLE, LaMoure.  
DR. H. VAN DE ERVE, Carrington.  
DR. J. R. MCKENZIE, Carrington.  
DR. CHAS. MACLACHLAN, New Rockford.  
DR. A. B. LUND, Leeds (S).  
DR. J. G. VIGELAND, Brinsmade.  
DR. C. R. TOMPKINS, Oberon.  
DR. E. S. O'HARE, Esmond.  
DR. S. W. MELZER, Woodworth.  
DR. M. R. KARTERMAN, Lake Williams.  
DR. WM. P. THELEN, Wilton.  
DR. A. E. DONKER, Sykeston.  
DR. A. E. WESTERVELT, Bowdon.  
DR. F. BROWN, McCluskey.  
DR. G. E. HINZERTH, Turtle Lake.

Associate Surgeons N. P. B. A.  
Hospital, St. Paul.

YELLOWSTONE DISTRICT

DR. R. H. BEACH, Chief Surgeon, Glendive.  
DR. R. W. FURMAN, Assistant Surgeon, Glendive. } N. P. B. A. Hospital  
DR. E. S. MURPHY, Assistant Surgeon, Glendive. } Glendive.  
DR. G. D. TODD, Medina.  
DR. T. S. PRYSE, Dawson.  
DR. F. B. LODGE, Steele.  
DR. F. R. SMYTHIE, Bismarck, (S).  
DR. C. E. STACKHOUSE, Bismarck.  
DR. V. F. LA ROSE, Consulting and Associate Surgeon, Bismarck.  
DR. L. G. SMITH, Oculist, Mandan.  
DR. W. C. AYLEN, Mandan, (S).  
DR. G. H. SPIELMAN, Mandan.  
DR. P. F. RICE, Selen.  
DR. R. R. HOGUE, Linton.  
DR. O. M. DE MOULLY, Flasher.  
DR. R. H. LEAVITT, Carson.  
DR. F. C. LORENZEN, Elgin.  
DR. O. C. MAERCKLEIN, Mott (S).  
DR. L. G. EASTMAN, Hazen.  
DR. F. P. RASMUSSEN, Beulah.  
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.

J. J. MULROY,  
Trainmaster.

B. F. RIGGS,  
Trainmaster.

T. B. QUINN,  
Trainmaster.

H. W. GILLETTE,  
Chief Dispatcher.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Car Factor	CLASS OF ENGINE.										
			W 3		W and W 2		Y 1		T		S 1 and S 2		
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
FIRST— Westward..	Jamestown to Windsor.....	6	1630	33	1300	26	.....	.....	920	18	.....	.....	
	Windsor to Mandan.....	12	4000	80	3200	64	.....	.....	2290	46	.....	.....	
FIRST— Eastward...	Mandan to Bismarck.....	12	2250	45	1800	36	.....	.....	1280	36	.....	.....	
	Bismarck to Windsor.....	12	4000	80	3200	64	.....	.....	2290	46	.....	.....	
SECOND— Westward..	Windsor to Jamestown.....	12	.....	.....	.....	.....	.....	.....	Car Limit	.....	.....	.....	
	Oakes to Independence.....	12	.....	.....	.....	.....	.....	1860	37	1660	33	1530	31
SECOND— Eastward...	Independence to LaMoure...	12	.....	.....	.....	.....	.....	3950	79	3560	71	3280	66
	LaMoure to Jamestown.....	12	.....	.....	.....	.....	.....	2660	53	2390	48	2200	44
THIRD— Westward..	Jamestown to Reeves.....	12	2080	42	1650	33	1320	26	1180	24	1080	22	
	Reeves to LaMoure.....	12	.....	.....	.....	.....	.....	2920	58	2620	52	2420	48
THIRD— Eastward...	LaMoure to Independence...	12	.....	.....	.....	.....	.....	1600	32	1430	29	1320	26
	Independence to Oakes.....	12	.....	.....	.....	.....	.....	3950	79	3560	71	3280	66
THIRD— Westward..	Jamestown to Parkhurst....	12	1840	37	1460	29	1170	23	1000	20	950	19	
	Parkhurst to Edmonds.....	12	.....	.....	1810	36	1450	29	1300	26	1190	24	
THIRD— Eastward...	Edmonds to New Rockford..	12	.....	.....	3200	64	2550	51	2290	46	2110	42	
	New Rockford to Leeds.....	12	.....	.....	1810	36	1450	29	1500	26	1190	24	
FOURTH— Westward..	Leeds to Divide.....	12	.....	.....	1810	36	1450	29	1300	26	1190	24	
	Divide to Jamestown.....	12	.....	.....	3520	70	2810	56	2530	51	2330	47	
FOURTH— Eastward...	Pingree to Wilton.....	12	.....	.....	1570	31	1250	25	1120	22	1030	21	
	Wilton to Woodworth.....	12	.....	.....	1570	31	1250	25	1120	22	1030	21	
FIFTH— Westward..	Woodworth to Pingree.....	12	.....	.....	3520	70	2810	56	2530	51	2330	47	
	Carrington to Sykeston....	12	.....	.....	.....	.....	.....	2660	53	2390	48	2200	44
FIFTH— Eastward...	Sykeston to Turtle Lake....	12	.....	.....	.....	.....	.....	1860	37	1660	33	1530	31
	Turtle Lake to Denhoff....	12	.....	.....	.....	.....	.....	1670	33	1490	30	1370	27
EIGHTH— Westward..	Denhoff to Bowdon.....	12	.....	.....	.....	.....	.....	2620	52	2350	47	2170	43
	Bowdon to Carrington.....	12	.....	.....	.....	.....	.....	3510	70	3160	63	2910	58
EIGHTH— Eastward...	Mandan to Cannon Ball....	12	.....	.....	.....	.....	.....	.....	2080	42	1910	38	
	Cannon Ball to Mott.....	12	.....	.....	.....	.....	.....	.....	1700	34	1560	31	
NINTH— Westward..	Mott to Mandan.....	12	.....	.....	.....	.....	.....	.....	2875	57	2640	53	
	Mandan to Stanton.....	12	.....	.....	3870	77	.....	.....	2780	56	2560	51	
NINTH— Eastward...	Stanton to Golden Valley...	12	.....	.....	2520	50	.....	.....	1800	36	1660	33	
	Golden Valley to Killdeer...	12	.....	.....	2100	42	.....	.....	1500	36	1380	27	
NINTH— Westward..	Golden Valley to Stanton....	12	.....	.....	3390	68	.....	.....	2440	49	2240	45	
	Stanton to Mandan.....	12	.....	.....	4120	82	.....	.....	2960	59	2730	55	
NINTH— Eastward...	Stanton to Golden Valley...	12	.....	.....	3720	74	.....	.....	2680	54	2460	49	

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.

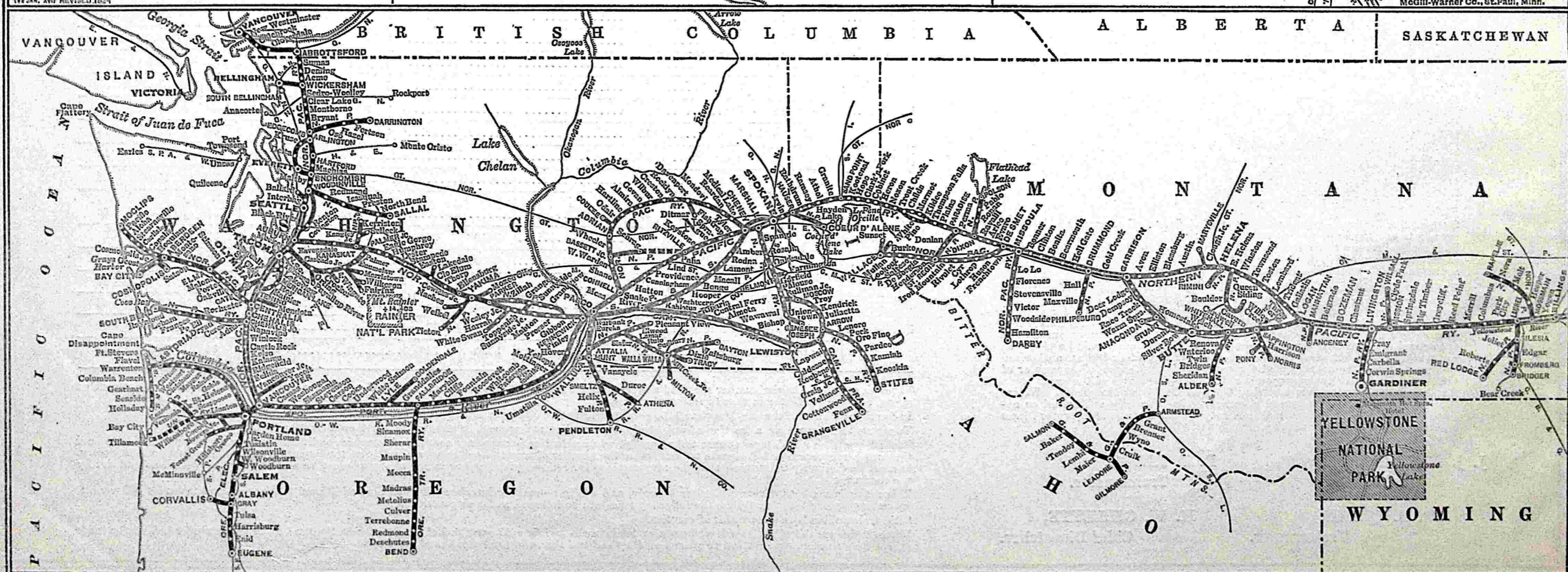
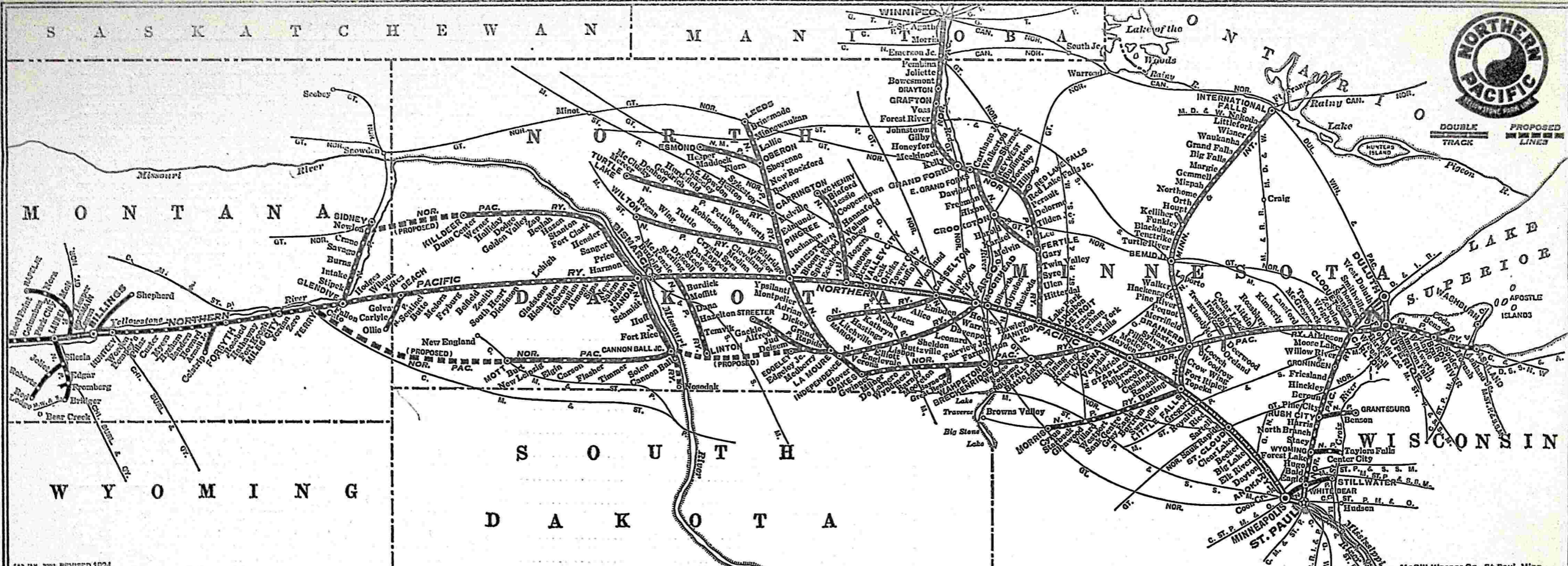
To secure tonnage rating, a fraction of weight of car more than rating must be counted rather than a fraction less.

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.



1912 JAN. XVI REVISED 1924

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