

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 53 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 1, 1928.

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.

T. H. LANTRY,
General Manager.

W. H. STRACHAN,
General Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

T. M. FLYNN,
Superintendent.

WESTWARD			FIRST SUB-DIVISION (MAIN LINE.)										EASTWARD								
THIRD CLASS	SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from Jamestown	Time Table No. 53. January 1, 1928. Succeeding No. 52.			Distance from Mandan	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS	THIRD CLASS			
779	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			
Mon., Wed. and Fri.	Daily	Daily		Daily	Daily				Daily					Daily	Daily	Daily	Daily	Tue., Thur. and Sat.			
L 7.00AM	L 6.20AM	L 8.55AM 1		L 11.35AM 2	L 7.55PM	L 8.55AM 603	WCX OTY	409	0.0	JY M. C. Ry.	JAMESTOWN 2.0	DN Track Conn.	107.3	Yard	A 11.31AM 7	A 9.30PM	A 6.07PM	A 3.15AM	A 1.20PM		
7.06	6.30	9.02		11.41	8.00	9.00	X	411	2.0		PIPESTEM TOWER 5.0	P	105.3		11.26	9.25	5.58	3.06	1.09		
s 7.24	6.49	9.18		s 11.52AM	8.09	9.09		416	7.0	EG	ELDRIDGE 5.0	DN	100.3	E75 W76	11.19	9.17	s 5.50	2.49	s 12.49		
7.43	7.08	9.34		12.03PM	8.18	9.18		421	12.0		OSWEGO 4.2	P	95.3	76	11.12	9.09	5.41	2.32	12.29		
s 7.58	7.24	9.48		s 12.12 780	8.25	9.25	X	425	16.2	WR	WINDSOR 3.8	DN	91.1	E75 W100	11.06	9.03	s 5.33	2.18	s 12.12PM 7		
s 8.12	7.38	10.01		s 12.19	8.31	9.30		429	20.0	CD	CLEVELAND 5.6	D Lap Siding	87.3	E77 W77	11.00	8.57	s 5.25	2.06	s 11.58AM		
8.31	7.58	10.19		12.29	8.39	9.38		434	25.6		DON 3.1	P	81.7	77	10.52	8.49	5.14	1.48	11.42		
s 8.41	8.09	10.29		s 12.35	8.44 4	9.43	WX	438	28.7	MD	MEDINA 2.7	DN Lap Siding	78.6	E76 W100	10.47	8.44 3	s 5.07	1.38	s 11.33		
8.50	8.19	10.43 2		12.40	8.50	9.47		440	31.4		SOUTHDOWN 6.1	P	75.9	75	10.43 603	8.39	5.00	1.29	11.25		
s 9.11	8.41	11.08 780		s 12.51	9.00	9.56		446	37.5		CRYSTAL SPRINGS 4.1	P	69.8	E107 W77	10.34	8.30	s 4.49	1.09	s 11.08 603		
9.25	8.56	11.22		f 12.58	9.06	10.02		450	41.6		LADOGA 3.0	P Lap Siding	65.7	E76 W107	10.28	8.24	f 4.41	12.56	10.49		
s 9.36	9.07	11.32		s 1.03	9.11	10.06		454	44.6	TP	TAPPEN 5.6	D	62.7	77	10.24	8.19	s 4.35	12.47	s 10.37		
s 9.58 10.15 1-2	9.27	11.51 AM		s 1.14	9.20	10.15 2-779-780	WC X	459	50.2	DO	DAWSON 2.9	DN	57.1	E107 W100	10.15 1-779-780	8.11	s 4.23	12.29	s 10.15 9.58 1-2		
10.26	9.38 780	12.01 PM		1.20	9.25	10.21		463	53.1		SIFTON 4.9	P	54.2	78	10.10	8.07	4.14	12.20	9.38 605		
s 10.45	10.03 2	12.18		s 1.30	s 9.34	s 10.29	X	467	58.0	ST	STEELE 2.8	DN Lap Siding	49.3	E74 W107	s 10.03 605	s 7.59	s 4.06	12.04 AM	s 9.13		
10.56	10.14	12.27		1.36	9.39	10.34		470	60.8		RANKIN 4.7	P	46.5	76	9.58	7.54	4.00	11.55 PM	9.00		
11.15	10.42 1	12.43		1.45	9.47	10.42 605		474	65.5		GENEVA 3.2	P	41.8	76	9.51	7.47	3.52	11.40	8.42		
s 11.27	10.55	12.54		s 1.51	9.52	10.47		478	68.7	DR	DRISCOLL 4.9	D Lap Siding	38.6	E107 W77	9.46	7.42	s 3.46	11.30	s 8.29		
11.46	11.14	1.11		2.00	10.00	10.54		483	73.6		ANGORA 2.8	P	33.7	76	9.39	7.35	3.35	11.14	8.10		
s 11.57 AM	11.26	1.20		s 2.05	10.05	10.58	W	486	76.4	SG	STERLING 6.8	DN Lap Siding	30.9	E76 W110	9.35	7.31	s 3.30	11.05	s 7.59		
s 12.24 PM	11.53 AM	1.43		s 2.18	10.16	11.08	WY	492	83.2	MZ	McKENZIE 5.4	D	24.1	E80 W75	9.25	7.20	s 3.15	10.43	s 7.33		
s 12.45	12.14 PM	2.02		s 2.28	10.25 602	11.16		497	88.6	BU	BURLEIGH 8.2	D Lap Siding	18.7	E76 W107	9.17	7.12	s 3.00	10.25 3	s 7.12		
1.17	12.45	2.42 7-8		2.42 8-603	10.38	11.29		508	96.8		PIERCE 2.5	P	10.5	78	9.04	7.00	2.42 7-603	9.51	6.41		
									99.3		SOO LINE CROSSING 2.2 Interlocked.			8.0							
s 1.35	1.03	3.10		s 2.53 3.02	s 10.46 10.54	s 11.37 11.42	WX	510	101.5	BI Soo Line	BISMARCK 5.8	DN Track Conn.	5.8	E61 W107	s 8.57 8.54	s 6.53 6.48	s 2.30 2.24	9.35	s 6.23		
A 2.01 PM 8	A 1.30 PM	A 3.45 PM		A 3.20 PM s	A 11.10 PM s	A 11.59 AM s	WCX OTY	515	107.3	A	MANDAN	DN	0.0	Yard	L 8.41 AM	L 6.35 PM	L 2.12 PM 779	L 9.15 PM	L 6.00 AM		
Mon., Wed. and Fri.	Daily	Daily		Daily	Daily	Daily									Daily	Daily	Daily	Daily	Tue., Thur. and Sat.		
6.44	7.10	6.50		3.36	3.07	2.59					Time Over Sub-division				2.47	2.50	3.49	6.00	7.03		
15.9	14.9	15.7		29.8	34.4	35.9					Average Speed per Hour				38.5	37.8	28.1	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 7 AND 8.

WESTWARD

THIRD SUB-DIVISION
 (DEVILS LAKE BRANCH)

EASTWARD

THIRD CLASS					FIRST CLASS					THIRD CLASS																				
785			783		781		165			157		THIRD CLASS																		
Way Freight			Way Freight		Way Freight		Passenger			Passenger		782			784		786													
Mon., Wed. and Fri.			Mon., Wed. and Fri.		Mon., Wed. and Fri.		Ex. Sun.			Ex. Sun.		Tues., Thurs. and Sat.			Tues., Thurs. and Sat.		Tues., Thurs. and Sat.													
L	5.00	AM	L	7.15	AM	L	5.30	AM	L	11.50	AM	L	12.05	PM	A	4.00	PM	A	1.50	PM	A	1.30	PM	A	2.05	PM	A	2.35	PM	
	5.15		f	7.32			f	12.07	PM	f	12.20					f	3.41		f	1.32		f	1.04			1.43		2.14		
	5.32		s	7.50			s	12.25	782	s	12.36	782				s	3.24		s	1.14		s	12.36	12.20	157-165	PM	1.22		1.53	
	5.51		A	8.10	AM	s	6.21		A	12.45	PM	s	12.54	166-784	YX	L	12.54	PM	L	12.54	165-157-784		s	11.52	AM	L	12.59	PM	157-165-166	1.29
	6.06					s	6.48				s	1.10	786	W								s	11.30					1.10	157	
	6.22					s	7.17				s	1.26										s	11.07					12.39		
	A	6.55	AM			s	7.55				s	1.50		CY								s	10.37					L	12.10	PM
												2.00	158	X																

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 SPECIAL INSTRUCTIONS PAGES 7 AND 8.

WESTWARD		SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES)										EASTWARD	
THIRD CLASS		FIRST CLASS		Time Table No. 53.		FIRST CLASS		THIRD CLASS					
787		155		January 1, 1928. Succeeding No. 52.		154		788					
Way Freight		Passenger		STATIONS		Passenger		Way Freight					
Tue., Thur. and Sat.		Ex. Sun.		Telegraph Offices and Calls		Ex. Sun.		Mo., Wed. and Fri.					
L 8.15AM		L 3.20PM	WCY	DD 69	0.0	KS	OAKES	DN	A 12.40PM		A 2.25PM		
s 8.47		s 3.40	X	DD 62	7.5	GR	GLOVER	D	s 12.15PM		s 1.46		
A 9.20AM		A 4.00PM	YX	DA 83	15.2		INDEPENDENCE		L 11.50AM		L 1.10PM		
BETWEEN INDEPENDENCE AND LA MOURE TRAINS WILL BE GOVERNED BY FARGO DIVISION TIME TABLE													
L 10.20AM		L 4.20PM	WYC	DA 88	20.5	OR	LA MOURE	D	A 11.25AM		A 12.10PM		
s 11.06		s 4.39	X	DD 41	28.2	GD	GRAND RAPIDS	D	s 11.06		s 11.30AM		
s 11.44AM		s 5.01		DD 33	36.8	DQ	DICKEY	D	s 10.46		s 10.46		
s 12.10PM		s 5.16	W	DD 26	43.1	DN	ADRIAN	D	s 10.32		s 10.03		
s 12.40		s 5.34		DD 19	50.5	MP	MONTPELIER	D	s 10.15		s 9.30		
s 1.05		s 5.49		DD 13	56.6	PI	YPSILANTI	D	s 10.01		s 9.01		
f 1.27		s 6.03		DD 7	62.1		REEVES		s 9.48		f 8.35		
					63.1		MIDLAND CONT'L. CROSSING						
A 2.00PM		A 6.25PM	WCX	OTY	409	09.5	JY	JAMESTOWN	DN	L 9.30AM		L 8.00AM	
Tue., Thur. and Sat.		Ex. Sun.							Ex. Sun.		Mo., Wed. and Fri.		
4.45		2.45					Time Over Sub-division		2.45		5.11		
13.5		23.3					Average Speed per Hour		23.3		12.3		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 7 AND 8

WESTWARD		SIXTH SUB-DIVISION (OBERON BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 53.		SECOND CLASS									
173		January 1, 1928. Succeeding No. 52.		174									
Mixed		STATIONS		Mixed									
Ex. Sun.		Telegraph Offices and Calls		Ex. Sun.									
L 3.35PM		L 11.20AM	OB	DE 79	0.0		OBERON	D	A 11.20AM				
s 3.54		s 10.55		DH 5	5.3		JOSEPHINE		s 10.55				
s 4.12		s 10.35		DH 10	10.3	PA	FLORA	D	s 10.35				
s 4.31		s 10.10		DH 15	15.5	MK	MADDOCK	D	s 10.10				
s 4.48		s 9.45		DH 20	20.4	HS	HESPER	D	s 9.45				
s 5.02		s 9.30		DH 24	24.2		PENDENNIS		s 9.30				
A 5.15PM		L 9.20AM	ES	ES	27.5		ESMOND	D	L 9.20AM				
Ex. Sun.		Ex. Sun.							Ex. Sun.				
1.40		2.00					Time Over Sub-division		2.00				
16.5		13.7					Average Speed per Hour		13.7				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 7 AND 8.

WESTWARD		FOURTH SUB-DIVISION (WILTON BRANCH)										EASTWARD	
THIRD CLASS		FIRST CLASS		Time Table No. 53.		FIRST CLASS		THIRD CLASS					
783		165		January 1, 1928. Succeeding No. 52.		166		784					
Way Freight		Passenger		STATIONS		Passenger		Way Freight					
Mon., Wed., and Fri.		Ex. Sun.		Telegraph Offices and Calls		Ex. Sun.		Tue., Thur. and Sat.					
L 8.10AM		L 12.50PM	PN	PINGREE	D 92.8	A 12.50PM		A 12.25PM					
s 8.38		s 1.11	DR 9	VASHTI	P 84.0	s 12.27		s 11.52AM					
s 8.59		s 1.27	DR 15	GOLDWIN	P 77.4	s 12.11PM		s 11.29					
s 9.15		s 1.39	YX	WOODWORTH	D 72.3	s 11.59AM		s 11.11					
s 9.39		f 1.52	DR 26	MARSTONMOOR	66.5	f 11.46		s 10.51					
s 10.02		s 2.05	W	PETTIBONE	D 60.9	s 11.33		s 10.32					
s 10.22		s 2.16	DR 37	LAKE WILLIAMS	D 56.1	s 11.22		s 10.15					
s 11.03		s 2.34	DR 45	ROBINSON	D 48.1	s 11.03		s 9.47					
s 11.47AM		s 2.57	W	TUTTLE	D 38.2	s 10.39		s 9.13					
s 12.29PM		s 3.18	DR 63	ARENA	D 28.8	s 10.17		s 8.40					
s 12.51		s 3.29	DR 69	WING	D 24.0	s 10.06		s 8.23					
s 1.47		s 3.57	W	REGAN	D 12.1	s 9.38		s 7.42					
s 2.11		f 4.09	DR 86	STILL	6.9	s 9.26		s 7.24					
A 2.45PM		A 4.35PM	CY	WILTON	D 0.0	L 9.10AM		L 7.00AM					
Mon., Wed., and Fri.		Ex. Sun.	X	Track Conn.		Ex. Sun.		Tue., Thur. and Sat.					
6.35		3.45		Time Over Sub-division		3.40		5.25					
14.0		24.7		Average Speed per Hour		25.2		17.1					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 7 AND 8.

WESTWARD		SEVENTH SUB-DIVISION (LINTON BRANCH)										EASTWARD	
SECOND CLASS		Time Table No. 53.		SECOND CLASS									
175		January 1, 1928. Succeeding No. 52.		176									
MIXED		STATIONS		MIXED									
Ex. Sun.		Telephone Offices and Calls		Ex. Sun.									
L 3.20PM		L 12.30PM	1 ring	MCKENZIE	D 44.6	A 12.30PM							
f 3.40		f 12.05PM		BURDICK	37.7	f 12.05PM							
s 3.55		s 11.50AM		MOFFITT	P 33.1	s 11.50AM							
				SOO LINE CROSSING	32.1								
f 4.20		f 11.25		DANA	24.9	f 11.25							
s 4.50		s 11.00		HAZELTON	D 16.9	s 11.00							
s 5.20		s 10.25		TEMVIK	D 8.0	s 10.25							
A 5.50PM		L 10.00AM	3 rings	LINTON	D 0.0	L 10.00AM							
Ex. Sun.		Ex. Sun.	C. M. & St. P.	Track Conn.		Ex. Sun.							
2.30		2.80		Time Over Sub-division		2.80							
17.8		17.8		Average Speed per Hour		17.8							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 7 AND 8.

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. 53. January 1, 1928. Succeeding No. 52. Mountain or 105th Meridian Time.				Distance from Mott	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
Way Freight	789	Motor Car	161				STATIONS						Motor Car	162	Way Freight		
	Mon., Wed. and Fri.		Ex. Sun.				Telegraph Offices and Calls									Ex. Sun.	Tue. Thurs. and Sat.
L	7.10AM	L	3.10PM 790	WOC TYX	515	0.0	A	MANDAN 0.9	DN	126.8	Yard	A	12.15PM	A	2.50PM 161		
						0.9		JUNCTION SWITCH 11.9		125.9							
s	7.50	s	3.39		DJ	13	12.8	SCHMIDT 7.3		114.0	34	s	11.45AM	s	1.45		
s	8.19	s	3.56	W	DJ	20	20.1	HU HUFF 7.8	D	106.7	37	s	11.28	s	1.26		
s	8.49	s	4.14	X	DJ	28	27.9	FR FORT RICE 7.7	D	98.9	42	s	11.10	s	1.02		
	9.18	f	4.32	YX	DJ	36	35.6	CANNON BALL JCT. 1.2		91.2			10.52		12.33		
s	9.22	s	4.35	WX	DJ	37	36.8	CB CANNON BALL 1.2	D	92.4	28	s	10.49	s	12.28		
	9.32		4.39	YX	DJ	38	35.6	CANNON BALL JCT. 10.8		91.2		f	10.45		12.23PM		
s	10.20 162	s	5.04	X	DM	11	46.4	SN SOLEN 7.3	D	80.4	30	s	10.20 789	s	11.46AM		
s	10.53	s	5.21	W	DM	18	53.7	BREIEN 3.7		73.1	13	s	10.03	s	11.20		
s	11.10	s	5.29		DM	22	57.4	MR TIMMER 8.0	D	69.4	35	s	9.55	s	11.07		
f	11.46AM	f	5.47		DM	30	65.4	GALL 4.9		61.4	Spur 5	f	9.37	f	10.40		
s	12.08PM	s	5.58	WC X	DM	35	70.3	FH FLASHER 8.6	D	56.5	54	s	9.26	s	10.24		
s	12.46	s	6.18		DM	43	78.9	RK LARK 9.8	D	47.9	22	s	9.06	s	9.53		
s	1.28	s	6.41	WX	DM	53	88.7	CO CARSON 6.8	D	38.1	35	s	8.43	s	9.18		
s	1.57	s	6.57		DM	60	95.5	HI HEIL 7.1	D	31.3	21	s	8.27	s	8.55		
s	2.28	s	7.13	X	DM	67	102.6	SY ELGIN 5.4	D	24.2	50	s	8.11	s	8.31		
s	2.51	s	7.25	X	DM	72	108.0	NE NEW LEIPZIG C.M. & St. P. 3.8 Track Conn.	D	18.8	50	s	7.59	s	8.12		
f	3.07	f	7.34		DM	76	111.8	ODESSA 6.5		15.0	42	f	7.50	f	7.59		
s	3.35	s	7.49	X	DM	83	118.3	B BURT 8.5	D	8.5	33	s	7.35	s	7.43		
A	4.15PM	A	8.10PM WC YX	DM	91	126.8	MO MOTT	D	0.0	44	L	7.15AM 790	L	7.20AM 162			
Mon., Wed. and Fri.		Ex. Sun.										Ex. Sun.		Tue. Thurs. and Sat.			
	9.05		5.00					Time Over Sub-division.....				5.00		7.30			
	13.9		25.8					Average Speed per Hour.....				25.8		16.9			
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																	
SPECIAL INSTRUCTIONS PAGES 7 AND 8																	

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. 53. January 1, 1928. Succeeding No. 52. Mountain or 105th Meridian Time				Distance from Killdeer	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
791		163					STATIONS						164		792		
Way Freight		Passenger					Telegraph Offices and Calls						Passenger		Way Freight		
Mon., Wed. and Fri.		Ex. Sun.											Ex. Sun.		Tue. Thurs. and Sat.		
L	7.20AM	L	3.30PM 792	WCO TYX	515	0.0	A	MANDAN 1.0	DN	122.2	Yard	A	11.55AM	A	3.15PM 163		
						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	11.25	s	2.24		
s	8.32	s	4.22		DW 20	21.1		.PRICE 7.0	P	101.1	62	s	11.01	s	1.40		
s	8.56	s	4.39	WX	DW 27	28.1	SR	SANGER 7.6	D	94.1	40	s	10.44	s	1.09		
s	9.22	s	4.58		DW 35	35.7		HENSLER 8.7		86.5	72	s	10.26	s	12.36PM		
s	10.05 164	s	5.19	X	DW 43	44.4	FC	FORT CLARK 9.1	D	77.8	28	s	10.05 791	s	11.59AM		
s	10.45	s	5.41	WY X	DW 52	53.5	SK	STANTON 11.9	D	68.7	78	s	9.43	s	11.20		
s	11.37AM	s	6.10	CX	DW 65	65.4	HN	HAZEN 8.2	D	56.8	78	s	9.15	s	10.28		
s	12.13PM	s	6.30	X	DW 73	73.6	BH	.BEULAH 7.1	D	48.6	78	s	8.55	s	9.53		
s	12.44	s	6.47	W Y X	DW 80	80.7	Z	ZAP 7.2	D	41.5	60	s	8.38	s	9.20		
s	1.15	s	7.04	X	DW 87	87.9	GV	GOLDEN VALLEY 6.8	D	34.3	24	s	8.21	s	8.48		
s	1.45	s	7.20		DW 94	94.7	D	DODGE 7.3	D	27.5	26	s	8.05	s	8.20		
s	2.17	s	7.38	W X	DW101	102.0	HA	HALLIDAY 5.7	D	20.2	28	s	7.48 792	s	7.48 7.35 164		
s	2.42	s	7.52		DW107	107.7	WN	WERNER 7.8	D	14.5	28	s	7.35	s	7.16		
s	3.16	s	8.11	X	DW115	115.5	DU	DUNN CENTER 6.7	D	6.7	28	s	7.16	s	6.51		
A	3.50PM	A	8.30PM WC Y X	DW122	122.2	KD	KILLDEER		D	0.0	40	L	7.00AM	L	6.30AM		
Mon., Wed. and Fri.		Ex. Sun.										Ex. Sun.		Tue. Thurs. and Sat.			
8.30		5.00		.....	.....	Time Over Sub-division.....				.....	.....	4.55		8.32	
14.3		24.4		.....	.....	Average Speed per Hour.....				.....	.....	24.8		14.3	
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																	
SPECIAL INSTRUCTIONS PAGES 7 AND 8																	

WESTWARD				FIFTH SUB-DIVISION (SYKESTON BRANCH)										EASTWARD			
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Table Wyes, and Yard Limits.	Station Numbers	Distance from Carrington	Time Table No. 53. January 1, 1928. Succeeding No. 52.				Distance from Turtle Lake	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS			
785		159					STATIONS						160	786			
Way Freight		Passenger											Passenger	Way Freight			
Mo., Wed. and Fri.		Ex. Sun.											Ex. Sun.	Tue., Thur. and Sat.			
	L 7.00AM	L 2.20PM	CYX	DE 44	0.0	CN	CARRINGTON	7.2	D 84.9	161	A 1.15PM	A 11.59AM					
	f 7.37	f 2.38		DF 7	7.2		DOVER	5.9	77.7	17	f 12.53	f 11.27					
	s 8.08	s 2.57	WX	DF 13	13.1	SQ	SYKESTON	7.0	D 71.8	63	s 12.39	s 11.05					
	s 8.44	s 3.11		DF 19	20.1	H	HEATON	7.7	D 64.8	35	s 12.21	s 10.40					
	s 9.23	s 3.31	X	DF 27	27.8	BD	BOWDON	5.3	D 57.1	77	s 12.01PM	s 10.12					
	s 9.48	s 3.45		DF 32	33.1	CH	CHASELEY	5.3	D 51.8	19	s 11.47AM	s 9.52					
	s 10.13	s 3.59		DF 38	38.4	HD	HURDSFIELD	9.5	D 46.5	37	s 11.34	s 9.32					
	s 11.10 160	s 4.23		DF 47	47.9	GH	GOODRICH	6.5	D 37.0	53	s 11.10 785	s 8.57					
	s 11.37AM	s 4.40	WY	DF 54	54.4	DF	DENHOFF	9.0	D 30.5	61	s 10.53	s 8.33					
	s 12.13PM	s 5.03	X	DF 63	63.4	MC	McCLUSKY	6.3	D 21.5	29	s 10.30	s 8.00					
	f 12.39	s 5.19		DF 69	69.7		PICARDVILLE	6.6	15.2	Spur 11	s 10.14	f 7.37					
	s 1.06	s 5.36	W 1 mi E	DF 76	76.3	RC	MERCER	8.6	D 8.6	20	s 9.57	s 7.14					
	A 1.45PM	A 6.00PM	CY X	DF 84	84.9	TU	TURTLE LAKE		D 0.0	60	L 9.35AM	L 6.45AM					
	Mo., Wed. and Fri.	Ex. Sun.									Ex. Sun.	Tue., Thur. and Sat.					
	6.45	3.40	.....	.....	.....	.....	Time Over Sub-division	.....	.....	.....	3.40	5.14	
	12.5	23.1	.....	.....	.....	.....	Average Speed per Hour	.....	.....	.....	23.1	16.2	
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 7 AND 8.																	

SPEED TABLE

Time per Mile Min. Sec.	Miles per Hour
1 ..	60
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 Height Above Top of Rail																		Controlling Structure	
		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	Missouri River Bridge
First Sub-division,	Jamestown to Mandan.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Second Sub-division,	Oakes to Jamestown.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Third Sub-division,	Jamestown to Leeds.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Fourth Sub-division,	Pingree to Wilton.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Fifth Sub-division,	Carrington to Turtle Lake.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Sixth Sub-division,	Oberon to Esmond.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Seventh Sub-division,	McKenzie to Linton.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Eighth Sub-division,	Mandan to Mott.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	
Ninth Sub-division,	Mandan to Killdeer.....	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	20'-3''	11'-6''	

SPECIAL INSTRUCTIONS.

FIRST SUB-DIVISION
(MAIN LINE)

- At Jamestown** first class trains must move between James River Bridge and Pittsburgh Avenue at restricted speed. 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 8:00 A. M. to 11:59 P. M., and at 6th Avenue 6:15 A. M. to 11:59 P. M. week days, and 8:00 A. M. to 11:59 P. M. Sundays. The normal position of the cross-over switches at Pittsburgh Avenue is for the freight train routes. Normal position of switch at end of double track just west of 5th Avenue and of switches west of that point to the yard is for eastward freight trains. When switch tender is not on duty, Conductor or Switch Foreman is responsible for the proper position of the switches. 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 Sub-division—One long and one short blast of whistle.
Westward freight trains and light engines must stop before passing Pittsburgh Avenue and then proceed at restricted speed into yard. Westward passenger trains must stop unless switches are right and track clear. Eastward freight trains must move at restricted speed on west yard lead and look out carefully for yard engine working on lead.
- At Pipestem Tower**, spring switches are located at both ends of passenger cross-over and at the east end of freight cross-over. East switch of passenger cross-over is set for cross-over. West switch of passenger cross-over and east switch of freight cross-over are set for westward freight trains. West switch of freight cross-over is a hand-thrown switch. Trains trailing through spring switches and stopping on switch must not take up slack until points have been thrown by hand. When necessary to throw switch by hand, the switch stand should be operated slowly, keeping a steady pressure on the handle. Spring switches must not be used for a flying switch under any circumstances. When a train, about to make a facing movement through a spring switch, is stopped by the signal governing the block in which the spring switch is located, before proceeding at once at restricted speed, the position of the spring switch points must be examined. When a west-bound freight train gets a proceed indication on approach to signal 94.7 and is stopped for any cause before passing this signal, the block may be released to a west-bound passenger train by unlocking the cover at the base of signal mast with a switch key and operating the hand release under the figures "94.7" to the "OFF" position. After the passenger train passes, this switch must be returned to the "ON" position in order to release signal 94.7. Sand must not be used over the points of spring switches. The dwarf signal opposite signal 94.8 governs movement of eastward trains against the current of traffic.
- At Eldridge** normal position of double track switch is for westward track and will be handled by operator for eastward trains.
- Pusher Districts** between Jamestown and Windsor, and between Mandan and Bismarck.
- At Missouri River Bridge** pusher engines will remain coupled and continue pushing until entire train is across bridge.
- 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.
- 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.
- At Dawson** operator will close the west switch of westward siding and the east switch of eastward siding behind trains leaving these sidings.
- Engine Restrictions—**
Old Gravel Pit Track and Mill Track at Medina.....Engines heavier than Class W not permitted. Class W Engines must not go beyond 100 feet east of road crossing on old gravel pit track.
Coal Dock Track at Dawson...Engines must not pass over coal dock hopper.
- Speed Restrictions—**
All trains, on first curve west of Pipestem River Bridge, twenty (20) miles per hour.
On westward track between Pipestem Tower and Mile Post 96, thirty (30) miles per hour.
Through spring switches, fifteen (15) miles per hour.
Through all crossovers and turnouts, fifteen (15) miles per hour.
Class A engines, fifty-five (55) miles per hour.
Class W, W-1 or W-4 engines, forty (40) miles per hour.
Class W-3 or W-5 engines, thirty-five (35) miles per hour.
Passenger trains, between depot at Jamestown and west end of yard, twenty-five (25) miles per hour.
Between depot at Mandan and east yard switch, twenty-five (25) miles per hour.
Between Third and Ninth Streets, Bismarck, twenty (20) miles per hour.
From Eldridge to Pipestem Tower, use not less than seven (7) minutes.
Freight trains, between Third and Ninth Streets, Bismarck, fifteen (15) miles per hour.
From Windsor to Eldridge, use not less than twenty-three (23) minutes.

- Retainers**—Retainers will be used from Windsor to Jamestown. The number 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 re-charge 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. Eastward Passenger trains will make running test of air brakes passing Windsor.
- Special Stops, Connections, etc.**—
Nos. 779 and 780 may carry adult male passengers.
- Register Stations**—
Jamestown.
Mandan.
- Bulletin Stations**—
Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
Jamestown Roundhouse.
Mandan Passenger Station—Telegraph office.
Mandan Roundhouse.
- Standard Time Clocks**—
Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
Mandan Passenger Station.
- Watch Inspectors**—
H. G. Picard, Jamestown.
C. G. Conyne, Mandan.
- Derail Switches**—
Jamestown.....Bridgeman Russell Spur
Jamestown.....Thompson Yards Spur
Jamestown.....Coal Dock Tracks
Eldridge.....Both ends house track
Windsor.....East end 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
Water Works Spur.....West end
- Commercial Spurs**—

	Miles from Jamestown	Car Capacity
Apple Creek.....	93.8	6
Penitentiary.....	99.2	25
Missouri Valley Seed Co.....	103.2	30
Water Works.....	103.5	10

SECOND SUB-DIVISION
JAMES RIVER AND OAKES BRANCH

- Pusher District** between Jamestown and one and one-half miles east.
- At Jamestown** Nos. 154 and 155, in crossing over east of passenger station, will protect against Fargo Division trains.
- Speed Restrictions**—Passenger trains, with Q or T engines, thirty-five (35) miles per hour; with smaller engines, forty (40) miles per hour.
Freight trains, thirty (30) miles per hour.
All trains six (6) miles per hour over street crossing at Oakes between freight house and passenger station.
- 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.
- Register Stations**—
Jamestown.
LaMoure.
Independence.
Oakes.
- Bulletin Stations**—
Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
Jamestown Roundhouse.
- Standard Time Clocks**—
Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
- Watch Inspectors**—
H. G. Picard, Jamestown.
W. M. Isaacs, LaMoure.
- Commercial Spurs**—

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

THIRD SUB-DIVISION
DEVILS LAKE BRANCH

- Pusher District** between Jamestown and Parkhurst.
- 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 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 adjacent to No. 4 track switch on the east lead, at which point the main track of the third sub-division connects with the east lead. Third sub-division trains will move between this point and the passenger station at restricted speed.
- 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 at restricted speed between wye switch and depot.
- At Pingree** all trains will move at restricted speed between fourth sub-division junction switch and depot.
- Great Northern Crossing, New Rockford**, is protected by automatic electric crossing signals. Trains will approach home signals at restricted speed. The train on either line first obtaining the clear indication upon approaching the home signal will proceed over the crossing, regardless of class. If a train is stopped at a home signal and no conflicting train movement is evident, trainmen will proceed to the crossing and operate slow hand release located in iron box marked "Release", locked with a switch lock. If operation of slow hand release does not clear the home signal desired, the train at crossing, having made certain that home signals on conflicting line are at "STOP", and no immediate train movement on such line is evident, will operate smash boards to the "Clear" position by hand, if necessary, and may then, if home signal desired does not clear, signal his train to proceed over the crossing. Such movement to be made as per Rule 663. To operate smash board mechanism by hand, take crank out of iron box and insert in shaft on back of operating mechanism after opening small door locked by standard switch lock. Crank should be slowly and uniformly turned until movement has made its entire stroke and smash board has been moved to the "Clear" position. Crank should then be removed and retained until entire train has passed smash board, when it must be again locked in the crank box.
- Engine Restrictions**—At Gravel Pit west of Sheyenne, pit track must not be used by engines beyond six hundred (600) feet from main track switch, and storage track beyond two hundred fifty (250) feet from storage track switch. At Minnewaukon, W engines must not be used on McGlynn's spur.
- 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. All trains, ten (10) miles per hour over street crossings at Carrington and Minnewaukon and four (4) miles per hour on G. N. transfer track at Leeds.
- Special Stops, Connections, etc.**—
Nos. 157 and 158 will stop at Soo Line crossing station between Brinsmade and Minnewaukon 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.
- Register Stations**—
Jamestown.
Pingree.
Carrington.
Leeds.
- Bulletin Stations**—
Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
Jamestown Roundhouse.
Carrington.
- Standard Time Clocks**—
Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
Carrington.
- Watch Inspectors**—
H. G. Picard, Jamestown.
Andrew Lee, Carrington.
A. R. Hawkinson, New Rockford.
- 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.
- Commercial Spurs**—

	Miles from Jamestown	Car 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. **Bridge Restrictions**—All trains fifteen (15) miles per hour over Bridge 37.1 one-half mile west of Lake Williams.
- 3. **Speed Restrictions**—Passenger trains, forty (40) miles per hour. Freight trains, thirty (30) 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.
- 5. **Register Stations**—Pingree.
Wilton.
- 6. **Derail Switches**—Pettibone.....East end elevator track.
Lake Williams.....West end house track.
Arena.....East end elevator track.
Macomber.....East end No. 1 track.
Macomber.....East end No. 2 track.
- 7. **Commercial Spurs**—

	Distance from	Car
Macomber (Washburn Coal Co.).....	Pingree	Capacity
	89.6	72

FIFTH SUB-DIVISION
(SYKESTON BRANCH)

- 1. **At Carrington** Fifth Sub-division trains will protect against Third Sub-division trains between wye switch and depot except that Third Sub-division 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	Car
Garland.....	Carrington	Capacity
	4.0	6

SIXTH SUB-DIVISION
(OBERON BRANCH)

- 1. **Speed Restrictions**—All trains, 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.
- 5. **Watch Inspector**—A. R. Hawkinson, New Rockford.

SEVENTH SUB-DIVISION
(LINTON BRANCH)

- 1. **At Linton** tracks inside yard limit boards are used jointly with the C. M. & St. P. Railway. All trains will approach at restricted speed, expecting to find the route occupied.
- 2. **Speed Restrictions**—All trains, 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.

SPECIAL INSTRUCTIONS

EIGHTH SUB-DIVISION
(MANDAN SOUTH LINE)

- 1. **At Mandan** Eighth Sub-division trains will protect against First Sub-division trains between passenger station and junction switch.
- 2. **Speed Restrictions**—Steam passenger trains, thirty-five (35) miles per hour; Motor cars forty (40) miles per hour. Passenger trains must not exceed schedule 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 Telegraph Office.
Mandan Roundhouse.
- 6. **Standard Time Clock**—Mandan Passenger Station Telegraph Office.
- 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.
Elgin.....East end elevator track.
Burt.....West end elevator track.
- 9. **Commercial Spurs**—

	Distance from	Car
Riverside Gravel Co.....	Mandan	Capacity
Benton Packet Co.....	11.1	41
	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 Sub-division and there are no trains in the automatic block on First Sub-division. Ninth Sub-division trains will protect against First Sub-division trains between passenger station and junction switch.
- 2. **Clearance of Loading Chutes** at the following mines is not standard and will not clear a man on top or on side of a car. Knife River Mining Co., Beulah. Zap Collieries Mine, Republic Spur. Lucky Strike Mine, Zap.
- 3. **Engine Restrictions**—Engines heavier than Class T not permitted on Rock Haven Spur. Engines must not pass under the tippie on tracks 2 and 3 of Knife River Coal Mining Company at Beulah, nor go further on No. 1 track or on the cross-over to No. 2 track, than the head block at the west end of this cross-over. No. 1 is the nearest to the main track.
- 4. **Speed Restrictions**—Passenger trains, thirty-five (35) miles per hour. Freight trains, twenty-five (25) miles per hour. All trains, fifteen (15) miles per hour around first curve west of Stanton depot.
- 5. **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.
- 6. **Register Stations**—Mandan.
Zap.
Killdeer.

- 7. **Bulletin Stations**—Mandan Passenger Station Telegraph Office.
Mandan Roundhouse.
- 8. **Standard Time Clock**—Mandan Passenger Station Telegraph Office.
- 9. **Watch Inspector**—C. G. Conyne, Mandan.
- 10. **Derail Switches**—Water Works Spur.....Line up switch for switch back track to act as derail.
Stephens.....East end.
Beulah.....East end of mine track No. 1.
Beulah.....East end of mine track No. 2.
Republic.....East end.
Zap.....Lucky Strike mine spur.
Kamins.....Kamins Coal Co. mine spur.
- 11. **Commercial Spurs**—

	Distance from	Car
Water Works.....	Mandan	Capacity
Rock Haven.....	3.5	10
Deapolis.....	4.5	10
Stephens.....	49.3	50
Republic (Zap Collieries Co.).....	59.5	12
Kamins (Kamins Coal Co.).....	78.0	128
	83.6	4

ALL SUB-DIVISIONS

- 1. At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
- 2. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed.

When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by track men or other employees, fully competent and equipped to do so.
- 3. Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
- 4. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
- 5. Except as otherwise provided, enginemen will only be required to consult register at initial or starting points.
- 6. Precaution must be taken in moving trains on double track to prevent accident from swinging doors or cars, lumber protruding from cars or any other loose constructions attached to cars or locomotives.
- 7. When conditions will permit enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- 8. On all branch line passing sidings, trains may expect to find cars at any time.
- 9. Foremen of sections, B. & B. crews and extra gangs on all branch lines will flag trains in accordance with Rule 1728-A.
- 10. Speed Restrictions—Thirty (30) miles per hour over interlocking crossings. Fifteen (15) miles per hour passing telegraph offices where orders are received. Ten (10) miles per hour through branch line cross-overs or turn-outs. Light engines backing up, twenty (20) miles per hour. Class Z engines, twenty (20) miles per hour. Passenger trains handling gas-electric unit being towed in train, forty-five (45) miles per hour. Passenger trains will not exceed a speed of one mile per minute or sixty (60) seconds.

SPECIAL INSTRUCTIONS.

AUTHORIZED SURGEONS
LOCATION OF STRETCHER—(S)
EASTERN DISTRICT

DR. A. W. IDE, Chief Surgeon, St. Paul.
DR. M. A. SHILLINGTON.....
DR. H. G. COLLIE.....
DR. B. I. DERAUF.....
DR. L. F. CORRY, Interne.....
DR. R. E. ROCK, Interne.....
DR. W. J. LUND, Interne.....

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

TELEPHONES

	Office	Residence
DR. W. A. GERRISH, Jamestown..... Jamestown Passenger Station (S) Jamestown Wrecking Outfit (S) Jamestown Store Room (S)	35	409
DR. P. G. ARTZ, Jamestown.....	35	879
DR. W. W. WOOD, Jamestown.....	35	870
DR. A. T. BAILEY, Oculist, Jamestown.....	35	354
DR. F. F. LANG, Montpelier.....	76	76-2
DR. H. J. MENNIER, Oakes (S).....	76	87-3
DR. G. B. RIBBLE, LaMoure.....	87-2	164-J
DR. H. VAN DE ERVE, Carrington.....	164-L	282
DR. J. R. McKENZIE, Carrington.....	43	166
DR. CHAS. MACLACHLAN, New Rockford.....	25	25
DR. R. W. MEADOWS, Sheyenne.....	31	31
DR. B. SEDLESEK, Oberon.....	28-2	28-3
DR. J. G. VIGELAND, Brinsmade.....	32	76
DR. A. B. LUND, Leeds (S).....	20	20
DR. S. W. MELZER, Woodworth.....	14	12
DR. M. R. KARTERMAN, Lake Williams.....	14	12
DR. WM. P. THELEN, Wilton.....	24	16
DR. A. E. DONKER, Sykeston.....	65-J	650
DR. A. E. WESTERVELT, Bowdon.....	58	24
DR. L. J. ALGER, McClusky.....	12	12
DR. G. E. HINZERTH, Turtle Lake.....		
DR. E. S. O'HARE, Esmond.....		

YELLOWSTONE DISTRICT

DR. J. A. EVERETT, Chief Surgeon.....	N. P. B. A. Hospital, Glendive.		
DR. H. J. HALL, Assistant Surgeon.....			
DR. E. S. MURPHY, Assistant Surgeon.....			
DR. G. D. TODD, Medina.....	38-J	38-K	
DR. T. S. PRYSE, Dawson.....	48-W	48-J	
DR. F. B. LODGE, Steele.....	742	12	
DR. F. R. SMYTHE, Bismarck (S).....	742	594	
DR. A. M. FISHER, Bismarck.....	4	381	
DR. C. E. STACKHOUSE, Bismarck.....	47	385	
DR. V. F. LAROSE, Consulting & Associate Surgeon, Bismarck.....	19	333	
DR. W. C. AYLEN, Mandan (S).....	234	231	
DR. B. S. NICKERSON, Mandan.....	235	304-M	
DR. G. H. SPIELMAN, Mandan.....	44	22	
DR. L. G. SMITH, Oculist, Mandan.....	140	140	
DR. G. MONTEITH, Hazelton.....	One ring	One ring	
DR. R. R. HOGUE, Linton.....	1	34	
DR. P. F. RICE, Solen.....	46	44	
DR. O. M. DE MOULLY, Flasher.....	38	48	
DR. R. H. LEAVITT, Carson.....	139	134	
DR. F. C. LORENZEN, Elgin.....	36-J	50	
DR. O. C. MAERCKLEIN, Mott (S).....	74	40	
DR. L. G. EASTMAN, Hazen.....	36	36	
DR. F. P. RASMUSSEN, Beulah.....	28-2	28-3	
DR. Golden Valley.....	12-W	12-J	
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.

G. N. SLADE,
Trainmaster.

T. B. QUINN,
Trainmaster.

H. W. GILLETTE,
Chief Dispatcher.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE.				
		W 3	W 1	W	T-Super-heated	T
		Tons	Tons	Tons	Tons	Tons
FIRST— Westward..	Jamestown to Windsor.....	1800	1410	1300	1000	920
	Windsor to Mandan.....	4400	3500	3200	2500	2290
FIRST— Eastward..	Mandan to Bismarck.....	2550	2050	1875	1400	1280
	Bismarck to Windsor.....	4600	3600	3350	2500	2290
	Windsor to Jamestown.....				Down	Grade
SECOND— Westward..	Oakes to Independence.....		2500	2300	1800	1660
	Independence to LaMoure.....		5400	4900	3900	3560
	LaMoure to Jamestown.....		3600	3250	2600	2390
SECOND— Eastward..	Jamestown to Reeves.....	2300	1800	1650	1300	1180
	Reeves to LaMoure.....		4000	3650	2900	2620
	LaMoure to Independence.....		2150	1950	1550	1430
	Independence to Oakes.....		5400	4900	3900	3560
THIRD— Westward..	Jamestown to Parkhurst....	2000	1575	1400	1050	950
	Parkhurst to Edmunds.....		1950	1810	1400	1300
	Edmunds to New Rockford..		3450	3200	2500	2290
	New Rockford to Leeds.....		1950	1810	1400	1300
THIRD— Eastward..	Leeds to Divide.....		2050	1900	1450	1350
	Divide to Jamestown.....		4000	3650	2900	2650
FOURTH— Westward..	Pingree to Wilton.....		1700	1570	1200	1120
	Wilton to Woodworth.....		1700	1570	1200	1120
FOURTH— Eastward..	Woodworth to Pingree.....		3800	3520	2800	2530
	Carrington to Sykeston.....		3700	3350	2600	2390
FIFTH— Westward..	Sykeston to Turtle Lake....		2520	2300	1800	1660
	Turtle Lake to Denhoff.....		2350	2200	1700	1550
FIFTH— Eastward..	Denhoff to Bowdon.....		3700	3400	2700	2450
	Bowdon to Carrington.....		5000	4600	3600	3300
EIGHTH— Westward..	Mandan to Cannon Ball....		3150	2900	2300	2080
	Cannon Ball to Mott.....		2550	2350	1900	1700
EIGHTH— Eastward..	Mott to Mandan.....		4600	4200	3300	3000
	Mandan to Stanton.....	5200	4200	3870	3000	2780
NINTH— Westward..	Stanton to Golden Valley...	3400	2750	2520	2000	1800
	Golden Valley to Killdeer...	2850	2300	2100	1650	1500
NINTH— Eastward..	Killdeer to Golden Valley....	4600	3850	3550	2800	2550
	Golden Valley to Stanton....	5600	4700	4300	3400	3100
	Stanton to Mandan.....	5100	4400	3900	3100	2800

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.

