

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 57 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 26, 1930.

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.

W. C. SLOAN,
General Manager.

W. H. STRACHAN,
General Superintendent.

R. T. TAYLOR,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

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. 57 January 26, 1930 Succeeding No. 56.		Distance from Mandan	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS	THIRD CLASS	
779	603	605	5	1	7	3	STATIONS				6	2			8	4	780				
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger			Passenger	Passenger	Way Freight				
Mon. Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily			Daily	Daily	Tue. Thur. and Sat.				
L 6.30A	L 1.00P	L 3.30A	L 9.20P	L 5.03P	L 11.20A	L 8.15A	WCX	409	0.0	JY	JAMESTOWN	DN	107.5	Yard	A 9.50A	A 1.55P	A 6.22P	A 10.40P		A 1.15P	
6.34	1.06 780	3.37	9.25	5.08	11.26	8.20	OTY	411	2.0	M. C. Ry.	PIPESTEM TOWER	P	105.5		s 9.43	s 1.49	s 6.15	s 10.33		1.06 603	
s 6.50	1.42 2	3.54	9.35	5.16	s 11.37	8.29	X	416	7.2	EG	ELDRIDGE	DN	100.3	E 76	s 9.35	s 1.42 603	s 6.03	s 10.24		s 12.47	
7.08	1.55	4.11	9.44	5.24	11.48	8.37		421	12.2		OSWEGO	P	95.3	W 76	s 9.28	s 1.35	s 5.52	s 10.15		12.32	
s 7.24	2.06	4.25	9.52	5.30	s 11.57A	8.45	X	425	16.4	WR	WINDSOR	DN	91.1	E 78	s 9.22	s 1.29	s 5.43	s 10.08		s 12.21	
								429	20.2	CD	CLEVELAND	D	87.3	E 77	s 9.17	s 1.24	s 5.35 1	s 10.01 5		s 12.05P 7	
s 7.38	2.15	4.38	10.01 4	5.35 8	s 12.05P 780	8.51		434	25.8		DON	P	81.7	W 76	s 9.09	s 1.17	s 5.23	s 9.53		11.36A	
7.59	2.29	4.57	10.11	5.42	12.14	8.59		438	28.9	MD	MEDINA	DN	78.6	E 77	s 9.05	s 1.13	s 5.18	s 9.48		s 11.23	
s 8.12	2.42	5.13	10.15	5.46	s 12.21	9.05 6	WX	440	31.4		SOUTHDOWN	P	76.1	W 99	s 9.01	s 1.10	s 5.11	s 9.44		11.14	
8.22	2.48	5.27	10.18	5.50	12.25	9.10		446	37.4		CRYSTAL SPRINGS	P	70.1	E 106	s 8.53 779	s 1.02	s 5.01	s 9.36		s 10.52	
s 8.53 6	3.03	5.48	10.26	5.58	s 12.36	9.19		450	41.9		LADOGA	P	65.6	E 78	s 8.47	s 1.24	s 4.52	s 9.30		10.36	
9.04	3.14	6.02	10.32	6.04	12.43	9.25		454	45.0	TP	TAPPEN	D	62.5	W 105	s 8.43	s 1.25 7	s 4.47	s 9.26		s 10.25	
s 9.13	3.21	6.12	10.36	6.08	s 12.52 2	9.30		459	50.6	DO	DAWSON	DN	56.9	E 105	s 8.35	s 1.24	s 4.35	s 9.18		s 10.05	
s 9.41 3	3.45	6.38	10.47	6.18	s 1.07	9.41 779	WC	463	53.6		SIFTON	P	53.9	W 99	s 8.31	s 1.24	s 4.24	s 9.14		9.46 3	
10.03	3.52	6.50	10.51	6.23	1.13	9.46 780	X	467	58.5	ST	STEELE	DN	49.0	E 75	s 8.23	s 1.23	s 4.16 603	s 9.05		s 9.14	
s 10.35	4.16 8	7.06	s 10.59	6.30	s 1.23	9.54		470	61.7		RANKIN	P	45.8	W 105	s 8.19	s 1.23	s 4.08	s 9.00		8.47	
10.44	4.26	7.15	11.04	6.34	1.28	9.59		474	66.3		GENEVA	P	41.2	W 77	s 8.12	s 1.22	s 3.59	s 8.54		8.35	
10.59	4.38	7.28	11.10	6.40	1.36	10.07		478	69.2	DR	DRISCOLL	D	38.3	E 105	s 8.08	s 1.22	s 3.53	s 8.50		s 8.25	
s 11.12	4.47	7.37	11.14	6.44	s 1.42	10.12		483	74.1		ANGORA	P	33.4	W 78	s 8.01 605-780	s 1.21	s 3.43	s 8.43		8.01 6-605	
11.30	5.01	8.01 6-780	11.21	6.51	1.50	10.19		486	76.9	SG	STERLING	DN	30.6	E 77	s 7.57	s 1.21	s 3.38	s 8.39		s 7.40	
s 11.40A	5.14	8.19	11.25	6.55	s 1.55	10.23	W	492	83.6	MZ	MCKENZIE	D	23.9	E 81	s 7.47	s 1.20 779	s 3.24	s 8.29		s 7.15	
s 12.04P 2	5.34	8.52	11.35	7.04	s 2.09	10.33	WY	497	89.0	BU	BURLEIGH	D	18.5	W 76	s 7.39	s 1.17 779	s 3.11	s 8.21		s 6.45	
s 12.27	5.51	9.11	11.43	7.11	s 2.19	10.40		508	96.8		PIERCE	P	10.7	E 78	s 7.28	s 1.14	s 2.55	s 8.10		6.30	
12.57	6.14	9.40	11.55P	7.21	2.32	10.52		510	101.7		SOO LINE CROSSING		8.0	W 106	s 7.28	s 1.14	s 2.55	s 8.10			
								515	107.5		Interlocked.										
s 1.18	6.30	10.05	s 12.05A 12.10	s 7.31	s 2.45 2.55 8	s 11.02 11.10	WX	510	101.7	BI	BISMARCK	DN	5.8	E 57	s 7.21 7.18	s 1.14	s 2.45 2.40 7	s 8.03 7.58		s 6.20	
								515	107.5		Soo Line										
A 1.45PA	A 7.00PA	A 10.40A	As 12.30A	As 7.45P 4	As 3.15P	A 11.28A 2	WCX OTY	515	107.5	A	MANDAN	DN	0.0	Yard	L 7.05A	L 11.28A 3	L 2.27P	L 7.45P 1		L 6.00A	
Mon. Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily		Tue. Thur. and Sat.	
7.15	6.00	7.10	3.05	2.42	3.45	3.05									2.42	2.27	3.50	2.50		7.15	
14.8	17.9	15.0	34.8	39.8	28.6	34.8									39.8	43.1	28.0	37.9		14.8	

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		Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits	Station Numbers	Distance from Jamestown	Time Table No. 57 January 6, 1930. Succeeding No. 56.	Distance from Leeds	Car Capacity	FIRST CLASS		THIRD CLASS		
783	781	785	157	165							158	166	784	782	786
Way Freight	Way Freight	Way Freight	Passenger	Passenger							Passenger	Passenger	Way Freight	Way Freight	Way Freight
Mon. Wed. and Fri.	Mon. Wed. and Fri.	Mon. Wed. and Fri.	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Tue. Thur. and Sat.	Tue. Thur. and Sat.	Tue. Thur. and Sat.
L 7.15A	L 5.30A	L 5.00A	L 11.45A	L 8.20A	WCX OTY	409	JY..... JAMESTOWN..... DN	108.6	Yard	A 4.00P	A 6.00P	A 1.00P	A 1.45P	A 2.10P	
s 7.32	5.45	5.15	f 12.01P	f 8.36		DE 7	6.5	PARKHURST	102.1	f 3.41	f 5.42	f 12.37	1.24	1.48	
s 7.50	6.01	5.30	s 12.16 784	s 8.52		DE 14	13.5	BC..... BUCHANAN..... D	95.1	s 3.26	s 5.24	s 12.16P 157	1.03	1.30	
As 8.10A	f 6.18	f 5.46	s 12.35 782	As 9.10A	YX	DE 21	21.3	PN..... PINGREE..... D	87.3	s 3.08	L 5.05P	L 11.30A	12.35P 157	1.10	
	s 6.33	6.00	s 12.51 786		W	DE 28	27.8	EM..... EDMUNDS..... D	80.8	s 2.52			11.51A	s 12.51 157	
	s 6.54	6.14	s 1.06			DE 35	34.6	MV..... MELVILLE..... D	74.0	s 2.36			11.27	s 12.15P	
	7.08	6.24	1.16			DE 39	39.2	FARQUAR	69.4	Spur 9 2.25			11.10	11.58A	
	s 7.25	A 6.35A	s 1.30 1.40		CY X	DE 44	43.7	CN..... CARRINGTON..... D	64.9	s 2.15 s 2.05			s 10.57	L 11.45A	
	f 7.46		f 1.51 188		W 1/4 Mi. E	DE 48	48.3	SOO LINE CROSSING 3.7 Track Conn. GUPTILL	64.0 60.3						
	s 8.03		s 2.00			DE 51	52.0	BW..... BARLOW..... D	56.6	s 1.40			s 10.14		
	s 8.37		s 2.19			DE 60	59.7	G. N. Crossing 7.7 Track Conn. Automatic Interlocking NR..... NEW ROCKFORD..... D	48.9	s 1.22			s 9.47		
	f 9.06		f 2.34			DE 66	66.1	DIVIDE	42.3	s 1.05			f 9.18		
	s 9.28		s 2.45		W	DE 71	70.8	NY..... SHEYENNE..... D	37.8	s 12.54			s 9.02		
	s 10.07		s 3.06		Y X	DE 79	79.5	OB..... OBERON..... D	29.1	s 12.32			s 8.32		
	f 10.25		f 3.15			DE 83	83.4	LALLIE	25.2	f 12.20			f 8.18		
	s 10.59		s 3.31			DE 90	90.4	MW..... MINNEWAUKAN..... D	18.2	s 12.04P			s 7.55		
	s 11.44A 158		s 3.52			DE 99	98.9	SOO LINE CROSSING 2.4 BR..... BRINSMADE..... D	12.1 9.7	s 11.44A 781			s 7.30		
	A 12.30P		A 4.25P		WC YX	DE 108	108.6	LD..... LEEDS..... D	0.0	L 11.20A			L 7.00A		
								G. N. Ry. Track Conn.							
	.55	7.00	1.35	4.30				Time Over Subdivision		4.30	.55	1.30	6.45	2.25	
	23.2	15.5	27.6	24.1				Average Speed per Hour		24.1	23.0	14.2	16.1	18.0	

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

Table for Second Sub-Division (James River and Oakes Branches) showing train schedules for Third Class (787, 155) and First Class (154, 788) between Independence and La Moure. Includes station names like Oakes, Grand Rapids, Dickey, Adrian, Montpelier, Ypsilanti, Reeves, and Jamestown.

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

Table for Fourth Sub-Division (Wilton Branch) showing train schedules for Third Class (783, 165) and First Class (166, 784) between Pingree and Wilton. Includes station names like Pingree, Vashiti, Goldwin, Woodworth, Marstonmoor, Pettibone, Lake Williams, Robinson, Tuttle, Arena, Wing, Regan, Still, and Wilton.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 165 IS SUPERIOR TO No. 166 PINGREE TO WILTON. SPECIAL INSTRUCTIONS PAGES 7 AND 8.

WESTWARD SIXTH SUB-DIVISION (OBERON BRANCH) EASTWARD

Table for Sixth Sub-Division (Oberon Branch) showing train schedules for Second Class (173, 174) between Oberon and Esmond. Includes station names like Oberon, Josephine, Flora, Maddock, Hesper, Pendennis, and Esmond.

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

Table for Seventh Sub-Division (Linton Branch) showing train schedules for Second Class (175, 176) between McKenzie and Linton. Includes station names like McKenzie, Burdick, Moffitt, Dana, Hazelton, Temvik, and Linton.

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

EIGHTH SUB-DIVISION (MANDAN SOUTH LINE)												NINTH SUB-DIVISION (MANDAN NORTH LINE)																				
WESTWARD						EASTWARD						WESTWARD						EASTWARD														
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn, Tables, Wyes, and Yard Limits	Station Numbers	Distance from Mandan	Time Table No. 57 January 26, 1930 Succeeding No. 56. Mountain or 105th Meridian Time.		Distance from Mott	Car Capacity		FIRST CLASS		THIRD CLASS		THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn, Tables, Wyes, and Yard Limits	Station Numbers	Distance from Mandan	Time Table No. 57 January 26, 1930 Succeeding No. 56. Mountain or 105th Meridian Time.		Distance from Killdeer	Car Capacity		FIRST CLASS		THIRD CLASS		
Way Freight	Motor Car	Motor Car	Way Freight				Motor Car	Way Freight		Motor Car	Motor Car	Way Freight	Motor Car	Way Freight	Motor Car	Motor Car	Way Freight	Motor Car	Motor Car				Way Freight	Motor Car		Motor Car	Way Freight	Motor Car	Way Freight	Motor Car	Motor Car	Way Freight
Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Tue. Thur. and Sat.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Telegraph Offices and Calls	Ex. Sun.	Sidings	Other tracks	Ex. Sun.	Tue. Thur. and Sat.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls	Ex. Sun.	Sidings	Other tracks	Ex. Sun.	Tue. Thur. and Sat.	Ex. Sun.	Ex. Sun.	Sidings	Other tracks	Ex. Sun.	Tue. Thur. and Sat.	Ex. Sun.	Tue. Thur. and Sat.		
L 6.50A	L 3.10P	WO CT YX	515	0.0	A MANDAN DN	126.4	0.8	A 12.15P	Yard		A 12.15P	A 2.35P	L 7.00A	L 3.30P 792	WO CT YX	515	0.0	A MANDAN DN	122.2	0.8	A 11.55A	122.2	Yard	A 11.55A	A 3.20P 163							
s 7.22	f 3.39	DJ13	12.6	0.8	JUNCTION SWITCH	125.6	11.8	s 1.59			s 1.59	s 1.59	s 7.27	s 3.56	DW10	11.1	10.3	HARMON P	111.1	67	s 11.25			s 11.25	s 2.42							
s 7.52	s 3.52	DJ20	19.8	7.2	HU HUFF D	106.6	7.2	s 1.16			s 1.16	s 1.16	s 8.02	s 4.19	DW20	21.1	10.0	PRICE P	101.1	59	s 11.01			s 11.01	s 2.12							
s 8.24	s 4.09	X DJ28	27.7	7.9	FR FORT RICE D	98.7	7.9	s 11.12			s 11.12	s 12.44	s 8.25	s 4.35	WX DW27	28.1	7.0	SR SANGER D	94.1	37	s 10.43			s 10.43	s 1.32							
8.56	f 4.25	YX DJ36	35.4	7.7	CANNON BALL JCT.	91.0	7.7	10.56			10.56	12.14	s 8.50	s 4.53	DW35	35.8	7.7	HENSLER	86.4	68	s 10.24			s 10.24	s 12.55							
s 9.01	s 4.28	WX DJ37	36.6	1.2	CB CANNON BALL D	92.2	1.2	s 10.53			s 10.53	s 12.09	s 10.08 164	s 5.13	X DW43	44.3	9.1	FC FORT CLARK D	77.9	26	s 10.08 791			s 10.08 791	s 12.15P							
9.10	4.32	YX DJ36	35.4	10.8	CANNON BALL JCT.	91.0	10.8	f 10.49			f 10.49	12.04P	s 10.44	s 5.35	WY X DW52	53.4	11.9	SK STANTON D	68.8	82	s 9.47			s 9.47	s 11.32A							
s 10.24 162	s 4.57	X DM11	46.2	7.3	SN SOLEN D	80.2	7.3	s 10.24 789			s 10.24 789	s 11.25A	s 11.32A	s 6.05	CX DW65	65.3	8.3	HN HAZEN D	56.9	82	s 9.19			s 9.19	s 10.35							
s 10.53	s 5.14	W DM18	53.5	3.7	BREIEN	72.9	3.7	s 10.07			s 10.07	s 10.57	s 12.05P	s 6.27	X DW73	73.6	7.4	BH BEULAH D	48.6	81	s 8.58			s 8.58	s 9.56							
s 11.07	s 5.23	DM22	57.2	8.2	MR TIMMER D	69.2	8.2	s 9.59			s 9.59	s 10.42	s 12.35	s 6.46	WY X DW80	81.0	6.9	Z ZAP D	41.2	61	s 8.40			s 8.40	s 9.21							
f 11.39	f 5.41	DM30	65.4	4.6	GALL	61.0	4.6	f 9.41	Spur 4		f 9.41	f 10.10	s 1.05	s 7.04	X DW87	87.9	6.9	GV GOLDEN VALLEY D	34.3	26	s 8.22			s 8.22	s 8.48							
s 11.58A	s 5.53	CX DM35	70.0	8.7	FH FLASHER D	56.4	8.7	s 9.30			s 9.30	s 9.53	s 1.33	s 7.20	DW94	94.8	7.2	D DODGE D	27.4	24	s 8.06			s 8.06	s 8.20							
s 12.33P	s 6.13	DM43	78.7	9.6	RK LARK D	47.7	9.6	s 9.09			s 9.09	s 9.20	s 2.03	s 7.38	WX DW 101	102.0	5.7	HA HALLIDAY D	20.2	24	s 7.48 792			s 7.48 792	s 7.48 735 164							
s 1.13	s 6.37	WX DM53	88.3	6.8	CO CARSON D	38.1	6.8	s 8.46 790			s 8.46 790	s 8.29 162	s 2.27	s 7.52	DW 107	107.7	7.8	WN WERNER D	14.5	26	s 7.35			s 7.35	s 7.16							
s 1.41	s 6.53	DM60	95.1	7.1	HI HEIL D	31.3	7.1	s 8.29			s 8.29	s 8.04	s 2.59	s 8.11	X DW 115	115.5	6.7	DU DUNN CENTER D	6.7	26	s 7.16			s 7.16	s 6.51							
s 2.11	s 7.10	X DM67	102.2	5.4	SY ELGIN D	24.2	5.4	s 8.13			s 8.13	s 7.40	A 3.30P	A 8.30P	WC YX	122.2	6.7	KD KILLDEER D	0.0	37	L 7.00A			L 7.00A	L 6.30A							
s 2.33	s 7.24	X DM72	107.6	3.9	NE NEW LEIPZIG D	18.8	3.9	s 8.00			s 8.00	s 7.21	Mo., Wed. and Fri.	Ex. Sun.										Ex. Sun.	Tue. Thur. and Sat.							
f 2.48	f 7.33	DM76	111.5	6.4	ODESSA	14.9	6.4	f 7.50			f 7.50	f 7.07	8.30	5.00										4.55	8.37							
s 3.15	s 7.49	X DM83	117.9	8.5	B BURT D	8.5	8.5	s 7.35			s 7.35	s 6.51	14.3	24.4											24.8	14.1						
A 3.55P	A 8.10P	WC YX	DM91	126.4	MO MOTT D	0.0	41	L 7.15A			L 7.15A	L 6.30A																				
Mo., Wed. and Fri.	Ex. Sun.							Ex. Sun.			Ex. Sun.	Tue. Thur. and Sat.																				
9.05	5.00							5.00			5.00	7.48																				
14.1	25.7							25.7			25.7	16.5																				
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 7 AND 8.												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, Seales, Turn, Table, Wyes, and Yard Limits	Station Numbers	Distance from Carrington	Time Table No. 57 January 26, 1930 Succeeding No. 56			Distance from Turtle Lake	Car Capacity		FIRST CLASS	THIRD CLASS
785	159					STATIONS	Stings	Other tracks		160	786		
Way Freight	Passenger					Passenger	Way Freight						
Mo., Wed. and Fri.	Ex. Sun.					Ex. Sun.	Tue., Thur. and Sat.						
L 7.00A	L 2.20P	CYX	DE44	0.0	CN.....CARRINGTON.....D	84.9	83	65	A 1.15P		A 11.30A		
f 7.37	f 2.38		DF7	7.1	7.1 DOVER.....D	77.8		15	f 12.53		f 10.59		
s 8.08	s 2.57	WX	DF13	13.0	5.9 SQ.....SYKESTON.....D	71.9	61	62	s 12.39		s 10.39		
s 8.44	s 3.11		DF19	20.0	7.0 H.....HEATON.....D	64.9		37	s 12.21		s 10.15		
s 9.23	s 3.31	X	DF27	27.7	7.7 BD.....BOWDON.....D	57.2		80	s 12.01P		s 9.48		
s 9.48	s 3.45		DF32	33.1	5.4 CH.....CHASELEY.....D	51.8		21	s 11.47A		s 9.29		
s 10.13	s 3.59		DF38	38.3	5.2 HD.....HURDSFIELD.....D	46.6		43	s 11.34		s 9.10		
s 11.10	s 4.23		DF47	47.8	9.5 GH.....GOODRICH.....D	37.1		58	s 11.10 * 785		s 8.36		
s 11.37A	s 4.40	WY	DF54	54.3	6.5 DF.....DENHOFF.....D	30.6	26	38	s 10.53		s 8.13		
s 12.13P	s 5.03	X	DF63	63.3	9.0 MC.....McCLUSKY.....D	21.6		41	s 10.30		s 7.41		
f 12.39	s 5.19		DF69	69.7	6.4 PICKARDVILLE.....D	15.2		Spur 13	s 10.14		f 7.19		
s 1.06	s 5.36	Wmi	DF76	76.2	6.5 RC.....MERCER.....D	8.7		22	s 9.57		s 6.58		
A 1.45P	A 6.00P	E	DF84	84.9	8.7 TU.....TURTLE LAKE.....D	0.0		58	L 9.35A		L 6.30A		
Mo., Wed. and Fri.	Ex. Sun.								Ex. Sun.		Tue., Thur. and Sat.		
6.45	3.40				Time Over Subdivision				3.40		5.00		
12.5	23.1				Average Speed per Hour				23.1		17.0		

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 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	
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"	20' 3"	11' 6"	Missouri River Bridge
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"	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"	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"	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"	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"	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"	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"	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"	20' 3"	11' 6"	

Jamestown, Jan. 23, 1930 - L 19

Notice NO. 29

ALL CONCERNED:

EFFECTIVE Jan. 26, 1930, DURING THE

CONTINUANCE OF TIME TABLE NO. 57, No. 176 will observe the following schedule:

	Except Sundays & Tuesdays	Tuesdays only
Leave Linton	10:30 A. M.	10:00 A.M.
" Temvik	10:55	10:25
" Hazelton	11:30	11:00
" Dana	11:55	11:25
" Moffitt	12:20 P. M.	11:50
" Burdick	12:35	12:05 P.M.
Arrive McKenzie	1:00 P. M.	12:30 P.M.

Engine crew on No. 176 will go on duty at Linton at 9:45 A. M., train crew at 10:00 A. M., except on Tuesdays on account of stock loading, crew will go on duty thirty minutes earlier.

Post - J - Mz -

Cy - Supt - TMS CD MM RFES WHB
 Cy - AGENTS LINTON BRANCH
 CY - HES WCS WHS PHM (18) TJJ
 EEN (5) EJJ ALW
 Cy - Walter Jennings

R. T. Taylor,
 SUPERINTENDENT

567.

I HEREBY ACKNOWLEDGE RECEIPT OF Dakota DIVISION
 Notice No. 29

CIRCULAR NO. _____ WHICH WAS POSTED AT _____ LOCATION _____

PLACE _____ TIME _____ DATE _____
 SIGNED _____

USE ONE SHEET FOR EACH CIRCULAR.
 Test brakes. When signal is given, it will
 down on the caboose air gauge. Eastward
 of air brakes passing Windsor.

- 9. **Standard Time Clocks**—
 Jamestown Passenger Station—Telegraph office.
 Jamestown Yard Office.
- 10. **Watch Inspectors**—
 H. G. Picard, Jamestown.
- 11. **Commercial Spurs**—
 Singleton..... Miles from Oakes 4.3 Car Capacity 5
- 13. **Derail Sw**
 Carrin
 Carrin
 New I
 New I
 Brins

NORTHERN PACIFIC RAILWAY COMPANY
 OFFICE OF SUPERINTENDENT - DAKOTA DIVISION.

NOTICE NO. 69.

ALL CONCERNED: Jamestown, March 21st, 1930. ghh.

Passenger Department have issued a new folder showing train No. 154, due to leave stations as follows:

Leave Jamestown	9:52 A. M.
Reeves	10:10 A. M.
Ypsilanti	10:22 A. M.
Montpelier	10:35 A. M.
Adrian	10:51 A. M.
Dickey	11:04 A. M.
Grand Rapids	11:23 A. M.
Arrv. LaMoure	11:42 A. M.
Leave Independence	12:06 P. M.
Glover	12:22 P. M.
Arrv. Oakes	12:40 P. M.

Crews handling train No. 154 will arrange so as not to leave stations earlier than this time shown to avoid complaint from passengers.

Post - J - Jy - Js.

R. T. Taylor,
 Superintendent.

Copy RTT TMS MM
 RFES FJW PEK
 EJH
 Agent's Jc to Ks inc.
 Dsprs - Jc & Fo



N. P. 567
5-24

NORTHERN PACIFIC RAILWAY CO.

OFFICE OF SUPERINTENDENT Dakota DIVISION

Jamestown, ND, May 10th, 1930 - L 19

Notice NO. 102

ALL CONCERNED:

EFFECTIVE May 12th, 1930 DURING THE

CONTINUANCE OF TIME TABLE NO. 57, No. 176 will observe the following schedule:

	Except Sundays & Tuesdays	Tuesdays only
Leave Linton	10:45 A. M.	10:00 A.M.
" Temvik	11:10	10:25
" Hazelton	11:45	11:00
" Dana	12:10 P. M.	11:25
" Moffitt	12:35	11:50
" Burdick	12:50	12:05 P.M.
Arrive McKenzie	1:15 P. M.	12:30 P.M.

Engine crew on No. 176 will go on duty at Linton at 10:15 A. M., train crew at 10:30 A. M., except on Tuesdays when there is stock loading, crew will go on duty 9:30 A. M. and 9:45 A. M.

Notice No. 29 of January 23rd is cancelled.

Post - J - MZ -
Cy - Supt - TMS - CD - MM - RFEs - WHB
Cy - Agents, Linton Branch,
Cy - HES WCS WHS PHM (18) TJJ
EEN (5) EJJ ALW
Cy - Walter Jennings.

R. T. Taylor,
SUPERINTENDENT

567. I HEREBY ACKNOWLEDGE RECEIPT OF Dakota DIVISION

CIRCULAR NO. 102 WHICH WAS POSTED AT _____ LOCATION _____

PLACE _____ TIME _____ DATE _____
SIGNED _____

USE ONE SHEET FOR EACH CIRCULAR.

Dsprs - Jc & Fo

OFFICE OF SUPERINTENDENT Dakota DIVISION

Jamestown, ND, May 10, 1930 - L 19

Notice NO. 101

ALL CONCERNED:

EFFECTIVE May 12th, 1930 DURING THE

CONTINUANCE OF TIME TABLE NO. 57, No. 174 will observe the following schedule:

	Except Sun.
Leave Esmond	10:10 A. M.
" Penderis	10:20
" Hesper	10:35
" Maddock	11:00
" Flora	11:20
" Josephine	11:38
Arrive Oberon	11:55 A. M.

Engine crew on No. 174 will go on duty at Esmond at 9:45 A. M., train crew 10:00 A. M.

Notice No. 30 of January 23rd is hereby cancelled.

Post - J - Ob -

Cy - Supt - TMS - CD - MM - RFEs - DA
Cy - Acts Oberon Branch
Cy - HES WCS WHS PHM (18)
EEN (5) TJJ EJJ ALW
Cy - Walter Jennings.

R. T. Taylor,
SUPERINTENDENT

567. I HEREBY ACKNOWLEDGE RECEIPT OF Dakota DIVISION

CIRCULAR NO. 101 WHICH WAS POSTED AT _____ LOCATION _____

PLACE _____ TIME _____ DATE _____
SIGNED _____

USE ONE SHEET FOR EACH CIRCULAR.

Dsprs - Jc & Fo

FIRST SUB-DIVISION

(MAIN TRACK)

Jamestown, Jan. 23, 1930 - L 19

1. At Jamestown first class trains must stop at Pittsburgh Avenue at restricted speed. The first two tracks south of the passenger the next two are the freight main tracks. Switch tenders are on duty at Pittsburgh 6th Avenue 8:00 A. M. to 11:59 P. M. over switches at Pittsburgh Avenue is for location of switch at end of double track just of that point to the yard is for eastward Eastward trains will call for route at Pittsburgh For eastward main track—Four short For westward main track—Two long For Second Sub-division—One long Westward passenger trains must stop at right and track clear.

2. At Pipestem Tower— When a west-bound freight train gets a pass 94.7 and is stopped for any cause before released to a west-bound passenger train by mast with a switch key and operating the to the "OFF" position. After the pass returned to the "ON" position in order to The dwarf signal opposite signal 94.8 against the current of traffic. An eastward train that is unable to cross must stop before passing signal 95.4 to passenger trains.

3. At Eldridge normal position of double track be handled by operator for eastward train

4. Pusher Districts between Jamestown and Bismarck.

5. At Missouri River Bridge pusher engine pushing until entire train is across bridge

6. At Missouri Valley Seed Co. Spur air and brakes in control of the engineman heavy grade.

7. At McKenzie. When necessary to be placed east of the cross-over to the 7th south the cross-over switches for the cross-over for the wye.

8. At Dawson operator will close the west switch of eastward siding behind trains led

9. Bridge and Engine Restrictions— Mill Track at Medina... Engines h Coal Dock Track at Dawson... Engines n

10. Speed Restrictions. On first curve west of Pipestem River On westward track between Pipestem hour. At Mandan, between depot and east At Bismarck, between 3rd and 9th hour; freight trains, 15 miles per hour From Windsor to Eldridge, freight train Maximum speed, freight, trains, 45 m

11. Between Windsor and Jamestown follow On trains of 2500 tons or less, use no retaining On trains of 2500 tons to 3000 tons, use 1 On trains of 3000 tons to 4000 tons, use 1 On trains of 4000 tons to 4500 tons, use 2 To be turned up before passing Windsor into designated track in Jamestown Yard Trains using retaining valves must not ex

12. At Windsor, enginemen of eastward freight from rear of train, or come to a stop and test brakes. When signal is given, it will indicate that the required pressure is shown on the caboose air gauge. Eastward passenger trains will make running test of air brakes passing Windsor.

13. Special Stops, Connections, etc.— Nos. 779 and 780 may carry adult male passengers.

14. Register Stations— Jamestown. Mandan.

Notice NO. 30

ALL CONCERNED:

CONTINUANCE OF TIME TABLE NO. 57, No. 174 will observe the following schedule:

EFFECTIVE Jan. 26, 1930, DURING THE

Table with columns: Leave, Arrive, Except Sun. & Tues., Tuesdays only. Rows include Esmond, Pendennis, Hesper, Maddock, Flora, Josephine, Oberon.

Engine crew on No. 174 will go on duty at Esmond at 9:25 A. M., train crew at 9:40 A.M., except on Tuesdays, on account of stock loading, crew will go on duty forty minutes earlier.

Post - J - Ob -

Cy - Supt TMs CD MM RFEs DA Cy - Agts Oberon Branch Cy HES WCS WHS PHM (18) EEN (5) TJJ EJJ ALW Cy - Walter Jennings

R. T. Taylor, SUPERINTENDENT

I HEREBY ACKNOWLEDGE RECEIPT OF Dakota DIVISION

Notice 30 CIRCULAR NO. WHICH WAS POSTED AT LOCATION

PLACE TIME DATE SIGNED

USE ONE SHEET FOR EACH CIRCULAR.

- Jamestown Roundhouse. 9. Standard Time Clocks— Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. 10. Watch Inspectors— H. G. Picard, Jamestown. 11. Commercial Spurs— Singleton.

Table with columns: Miles from Oakes, Car Capacity. Rows: Singleton (4.3, 5).

THIRD SUB-DIVISION DEVILS LAKE BRANCH

District between Jamestown and Parkhurst.

Jamestown first class trains will move at restricted speed. Third class and trains using the 3rd sub-division main track through the yard will sound whistle at each curve and look out for switchmen working along the ladder

Green first class trains will move at restricted speed between fourth sub-division junction switch and depot.

Singleton first class trains will move at restricted speed between north wye and depot.

Rockford G. N. Crossing is governed by automatic interlocking signals. Trains will approach home signals at restricted speed. The train on line first obtaining the clear indication upon approaching the home signal will proceed over the crossing. If a train is stopped at a home signal conflicting train movement is evident, trainmen will proceed to the and operate slow hand release located in iron box marked "Release." Attention of slow hand release does not clear the home signal, the trainman being, having made certain that home signals on conflicting line are at "Clear", and no immediate train movement on such line is evident, will operate boards to the "Clear" position by hand, if necessary, and may then, if signal does not clear, signal his train to proceed over the crossing. Instructions for operating smash board mechanism posted in release box.

Engine Restrictions—At Gravel Pit west of Sheyenne, pit track not to be used by engines beyond six hundred (600) feet from main track and storage track beyond two hundred fifty (250) feet from storage track

Newaukon, W engines must not be used on McGlynn's spur.

Restrictions—Passenger trains forty (40) miles per hour. Freight trains, thirty (30) miles per hour. Freight, ten (10) miles per hour over street crossings at Carrington and Minnekahton and four (4) miles per hour on G. N. transfer track at Leeds.

Stops, Connections, etc.— No. 7 and 158 will stop at Soo Line crossing station between Brinsmade and Newaukon and if Soo Line train from either direction is in sight will wait for on. will connect with No. 7 and No. 6 at Jamestown, and No. 160 at Carrington. will connect with No. 3 at Jamestown. will connect with No. 174 at Oberon and No. 160 at Carrington. No. 1, 782, 783, 784, 785 and 786 may carry adult male passengers.

Register Stations— Jamestown. Green for first class trains. Singleton.

1 Stations— Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. Jamestown Roundhouse. Singleton.

Standard Time Clocks— Jamestown Passenger Station—Telegraph office. Jamestown Yard Office. Singleton.

Inspectors— H. G. Picard, Jamestown. Andrew Lee, Carrington. A. R. Hawkinson, New Rockford.

13. Derail Switches— Carrington... Coal dock tracks. Carrington... Both ends Soo transfer. Carrington... Both ends house track. New Rockford... West end elevator track. New Rockford... West end house track. Brinsmade... West end house track.

**FOURTH SUB-DIVISION
(WILTON BRANCH)**

- Speed Restrictions**—
Freight trains with engines heavier than Class W1, thirty (30) miles per hour.
Freight trains with Class W1 and lighter engines, thirty-five (35) miles per hour.
Motor car passenger trains forty-five (45) miles per hour.
Steam passenger trains, forty (40) miles per hour.
- Special Stops, Connections, etc.**—
Nos. 783 and 784 may carry adult male passengers.
- Register Stations**—
Pingree.
Wilton.
- Bulletin Stations**—
Jamestown Passenger depot Telegraph office.
Jamestown Yard office.
Jamestown Roundhouse.
- Derail Switches**—
Pettibone..... East end elevator track.
Lake Williams..... West end house track.
Arena..... East end elevator track.
Macomber..... East end Nos. 1 and 2 tracks.
- Commercial Spurs**—
Macomber (Washburn Coal Co.).....

	Distance from	Car
	Pingree	Capacity
	89.6	72

**FIFTH SUB-DIVISION
(SYKESTON BRANCH)**

- Speed Restrictions**—
Freight trains, between Carrington and Bowdon, thirty (30) miles per hour;
between Bowdon and Turtle Lake, twenty-five (25) miles per hour.
Passenger trains, thirty-five (35) miles per hour.
At Carrington, first class trains, between north wye switch and depot, restricted speed.
- Special Stops, Connections, etc.**—
No. 159 will connect with Nos. 157 and 158 at Carrington.
Nos. 785 and 786 may carry adult male passengers.
- Register Stations**—
Carrington.
Turtle Lake.
- Bulletin Station**—
Carrington.
- Standard Time Clock**—
Carrington.
- Watch Inspector**—
Andrew Lee, Carrington.
- Commercial Spurs**—
Garland.....

	Miles from	Car
	Carrington	Capacity
	4.0	6

**SIXTH SUB-DIVISION
(OBERON BRANCH)**

- Speed Restrictions**—All trains, twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**—
No. 173 will connect with No. 157.
- Register Stations**—
Oberon.
Esmond.
- Bulletin Station**—
Oberon.
- Watch Inspector**—
A. R. Hawkinson, New Rockford.

**SEVENTH SUB-DIVISION
(LINTON BRANCH)**

- At McKenzie.** Train order signal does not govern 7th Sub-Division trains.
- Speed Restrictions**—All trains, twenty-five (25) miles per hour.
- Special Stops, Connections, etc.**—
No. 175 will connect with Nos. 7 and 8 at McKenzie.
- Register Stations**—
McKenzie.
Linton.
- Bulletin Station**—
McKenzie.
- Watch Inspector**—
Wm. Heyerman, Linton.

**SPECIAL INSTRUCTIONS
EIGHTH SUB-DIVISION
(MANDAN SOUTH LINE)**

- At Mandan**—All trains will protect against First Sub-division trains between passenger depot and Junction Switch.
- Speed Restrictions**—Steam passenger trains, thirty-five (35) miles per hour;
Motor cars forty (40) miles per hour.
Freight trains, twenty-five (25) miles per hour.
Passenger trains twenty-five (25) miles per hour between Milepost 5 and Milepost 9 west of Cannon Ball.
- Special Stops, Connections, etc.**—
No. 161 will connect with Nos. 7 and 8.
Nos. 789 and 790 may carry adult male passengers.
- Register Stations**—
Mandan.
Mott.
- Bulletin Stations**—
Mandan Freight depot Telegraph office.
Mandan Roundhouse.
- Standard Time Clock**—
Mandan Freight depot Telegraph office.
- Watch Inspector**—
C. G. Conyne, Mandan.
- 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.
- Commercial Spurs**—

	Distance from	Car
	Mandan	Capacity
Riverside Gravel Co.....	11.1	41
Benton Packet Co.....	35.1	6

**NINTH SUB-DIVISION
(MANDAN NORTH LINE)**

- At Mandan**—All trains will protect against First Sub-division trains between passenger depot and Junction Switch.
- Bridge and Engine Restrictions**—Engines heavier than Class T not permitted on Rock Haven Spur.
Engines must not pass under the tipple on tracks 2 and 3 of Knife River Coal Mining Company at Beulah, nor go farther 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.
- Speed Restrictions**—Passenger trains, steam, thirty-five (35) miles per hour.
Motor cars forty (40) miles per hour.
Freight trains, twenty-five (25) miles per hour for W3 or W5 Engines.
Freight trains thirty (30) miles per hour for W1 or lighter engines.
- 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.
Kamins Coal Co., Kamins.
- 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.
- Register Stations**—
Mandan.
Zap.
Killdeer.
- Bulletin Stations**—
Mandan Freight depot Telegraph office.
Mandan Roundhouse.
- Standard Time Clock**—
Mandan Freight depot Telegraph office.
- Watch Inspector**—
C. G. Conyne, Mandan.
- Derail Switches**—
Beulah..... East end of mine tracks Nos. 1 & 2.
Republic..... East end of tracks Nos. 1 & 2.
Zap..... Lucky Strike mine spur.
Kamins..... Kamins Coal Co. mine spur.

11. Commercial Spurs —	Distance from	Car
	Mandan	Capacity
Rock Haven.....	4.5	10
Deapolis.....	49.3	50
Republic.....	78.0	172
Kamins.....	83.6	4
12. Telephone Calls —		
Mandan, Telegraph Office.....		—
Mandan, T. M. and R. M. Office.....	0 0 0 0	—
Mandan, Freight Office.....	—	0
Sanger.....	—	0 0 0
Price.....	—	0 0
Hensler.....	0 0	—
Fort Clark.....	—	—
Stanton.....	—	—
Hazen.....	—	0
Beulah.....	—	00
Zap.....	—	0
Golden Valley.....	—	0
Dodge.....	—	0
Halliday.....	—	00
Werner.....	0 0	—
Dunn Center.....	—	0
Killdeer.....	—	0 0

ALL SUB-DIVISIONS

- Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- SPEED RESTRICTIONS**—
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W2, W3, W4 and W5, forty (40) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
- Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
- 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.
- When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- 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 trackmen, or other employes, fully competent and equipped to do so.
- In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
- Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
- Before occupied outfit cars are switched or handled, air brakes must be cut in.
- IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
- On all branch line sidings trains may expect to find cars at any time.
- SPRING SWITCHES**—
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
- Derail switches will be set in derail position when not in use.

**FIRST SUB-DIVISION
(MAIN LINE)**

- At Jamestown** first class trains must move between James River Bridge and Pittsburgh Avenue at restricted speed. The first two tracks south of the passenger station are the passenger main tracks; the next two are the freight main tracks. Switch tenders are on duty at Pittsburgh Avenue, 7:30 A. M. to 11:30 P. M., and 6th Avenue 8:00 A. M. to 11:59 P. M. 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. 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 passenger trains must stop at Pittsburgh Ave. unless switches are right and track clear.
- At Pipestem Tower**—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. The dwarf signal opposite signal 94.8 governs movement of eastward trains against the current of traffic. An eastward train that is unable to cross over for a westward passenger train must stop before passing signal 95.4 to avoid setting signals against westward passenger trains.
- 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 cross-over to the 7th sub-division, and a derail set by lining up the cross-over switches for the cross-over 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.
- Bridge and Engine Restrictions**—Mill Track at Medina. Engines heavier than Class W not permitted. Coal Dock Track at Dawson. . . Engines must not pass over coal dock hopper.
- Speed Restrictions.**
On first curve west of Pipestem River Bridge, 20 miles per hour.
On westward track between Pipestem Tower and mile post 96, 30 miles per hour.
At Mandan, between depot and east yard switch, 25 miles per hour.
At Bismarck, between 3rd and 9th Streets, passenger trains, 20 miles per hour; freight trains, 15 miles per hour.
From Windsor to Eldridge, freight trains use not less than 23 minutes.
Maximum speed, freight trains, 45 miles per hour.
- Between Windsor and Jamestown** following will govern in the use of retainers:
On trains of 2500 tons or less, use no retaining valves.
On trains of 2500 tons to 3000 tons, use 10 retaining valves.
On trains of 3000 tons to 4000 tons, use 15 retaining valves.
On trains of 4000 tons to 4500 tons, use 20 retaining valves.
To be turned up before passing Windsor and not turned down until train heads into designated track in Jamestown Yard.
Trains using retaining valves must not exceed 25 miles per hour.
- At Windsor,** enginemen of eastward freight trains must receive proceed signal from rear of train, or come to a stop and test brakes. When signal is given, it will indicate that the required pressure is shown on the caboose air gauge. 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.

SPECIAL INSTRUCTIONS.

- 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—Telegraph office.
- 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. New Gravel Pit
Medina. Both ends house track
Crystal Springs. East end house 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
Missouri Valley Seed Co. 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	15

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.
- At LaMoure,** First class trains will move at restricted speed between the East Wye switch and the depot.
- Speed Restrictions**—Passenger trains, forty (40) miles per hour.
Freight trains, thirty-five (35) 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. 3 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.
Nos. 154 and 155 will stop on flag at Singleton.
- Register Stations**—Jamestown. Independence.
LaMoure. Oakes.
- Clearance Exceptions**—Westward trains out of Oakes and trains receiving Fargo Division orders at any point on Second Subdivision must receive clearance cards from both Fargo and Dakota Divisions.
- 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.
- 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** first class trains will move at restricted speed. Third class and inferior trains using the 3rd sub-division main track through the yard will sound the whistle at each curve and look out for switchmen working along the ladder tracks.
- At Pingree** first class trains will move at restricted speed between fourth sub-division junction switch and depot.
- At Carrington** first class trains will move at restricted speed between north wye switch and depot.
- Great Northern Crossing** is governed by electric automatic interlocking 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.
- Bridge and 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.
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. 6 at Jamestown, No. 166 at Pingree and No. 160 at Carrington.
No. 165 will connect with No. 7 and No. 6 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.
- Register and Clearance Exceptions**—At Pingree Third class and Extra trains will not register except upon special instructions, and will not require clearance if train order signal is in clear position.
- Bulletin Stations**—Jamestown Passenger Station—Telegraph office.
Jamestown Yard Office.
Jamestown Roundhouse.
Carrington.
Oberon.
- 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. Both ends Soo transfer.
New Rockford. Both ends house track.
New Rockford. West end elevator track.
Brinsmade. West end house track.

