

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **DAKOTA DIVISION**

# **TIME 59 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, OCTOBER 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,**  
Assistant General Manager.

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

**R. T. TAYLOR,**  
Superintendent.

## WESTWARD

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

## EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS			Time Table No. 59 October 26, 1930 Succeeding No. 58										FIRST CLASS			SECOND CLASS		THIRD CLASS	
	779	603	605	1	7	3	Water, Fuel, Scales Turbo, Tables, Wyes, and Yard Limits	Station Numbers	Distance from Jamestown	STATIONS		Distance from Mandan	Car Capacity of Sidings	2	8	4			780					
	Way Freight	Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Way Freight		
	Mon. Wed. and Fri.	Daily	Daily	Daily	Daily	Daily				Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. and Sat.		
L	6.30AM	L 12.45PM	L 3.30AM	L 5.20PM	L 11.30AM	L 8.10AM	WCX	409	0.0	JY	JAMESTOWN	DN	107.5	Yard	A 1.45PM	A 6.55PM	A 9.45PM		A 1.15PM					
	6.34	12.53	3.37	5.25	11.36	8.15	OTY	411	2.0	M. C. Ry.	PIPESTEM TOWER	P	105.5		S 1.39	S 6.48	S 9.38		1.06					
		780					X												603					
s	6.50	1.32	3.54	5.34	11.47	8.24		416	7.2	EG	ELDRIDGE	DN	100.3	E 74	S 1.32	S 6.38	S 9.30		12.45					
		2												W 76	603									
	7.08	1.45	4.11	5.42	11.58AM	8.32		421	12.2		OSWEGO	P	95.3	W 76	1.26	6.28	9.22		12.24					
s	7.24	1.56	4.25	5.49	12.07PM	8.40	X	425	16.4	WR	WINDSOR	D	91.1	E 79	S 1.21	S 6.21	S 9.15		12.07PM					
					780									W 97					7					
s	7.38	2.05	4.38	5.54	12.16	8.46		429	20.2	CD	CLEVELAND	D	87.3	E 78	S 1.16	S 6.13	S 9.10		11.47AM					
	7.59	2.19	4.57	6.01	12.25	8.54		434	25.8		DON	P	81.7	W 76	1.09	6.01	9.01		11.24					
				8										78		1								
s	8.12	2.32	5.13	6.05	12.34	8.59	WX	438	28.9	MD	MEDINA	DN	78.6	E 77	S 1.05	S 5.50	S 8.57		11.12					
														W 100										
	8.22	2.38	5.27	6.08	12.39	9.03		440	31.4		SOUTHDOWN	P	76.1	W 78	1.02	5.43	8.53		10.59					
s	8.50	2.53	5.48	6.16	12.54	9.12		446	37.4		CRYSTAL SPRINGS	P	70.1	E 107	S 12.54	S 5.32	S 8.45		10.33					
					2									W 78	7									
	9.07	3.04	6.02	6.22	1.01	9.18		450	41.9		LADOGA	P	65.6	E 78	12.48	5.22	8.39		10.13					
s	9.23	3.11	6.12	6.26	1.08	9.23		454	45.0	TP	TAPPEN	D	62.5	W 105	12.44	S 5.16	8.35		9.59					
						779								77										
s	9.51	3.35	6.38	6.37	1.21	9.34	WC	459	50.6	DO	DAWSON	DN	56.9	E 105	12.37	S 5.04	8.27		9.34					
						780	X							W 100					8					
	10.06	3.42	6.50	6.42	1.26	9.39		463	53.6		SIFTON	P	53.9	W 78	12.33	4.54	8.23		8.55					
s	10.35	3.57	7.06	6.49	1.36	9.48	X	467	58.5	ST	STEELE	DN	49.0	E 75	12.27	S 4.46	S 8.14		8.27					
														W 105										
	10.44	4.06	7.15	6.53	1.41	9.53		470	61.7		RANKIN	P	45.8	78	12.23	4.38	8.09		7.55					
	10.59	4.29	7.28	6.59	1.48	10.01		474	66.3		GENEVA	P	41.2	125	12.17	4.29	8.03		7.44					
		8														603								
s	11.12	4.38	7.37	7.03	1.54	10.06		478	69.2	DR	DRISCOLL	D	38.3	E 106	12.13	S 4.23	7.59		7.37					
			780											W 79					605					
	11.30AM	4.53	7.59	7.10	2.01	10.13		483	74.1		ANGORA	P	33.4	W 78	12.07	4.12	7.52		7.15					
s	12.03PM	5.02	8.11	7.14	2.06	10.17	W	486	76.9	SG	STERLING	DN	30.6	E 77	12.03PM	S 4.07	7.48		7.09					
														W 106	779									
s	12.27	5.23	8.41	7.23	2.19	10.27	WY	492	83.6	MZ	McKENZIE	D	23.9	E 82	11.55AM	S 3.54	7.38		6.56					
														W 76										
s	12.46	5.39	9.05	7.30	2.29	10.34		497	89.0	BU	BURLEIGH	D	18.5	E 78	11.48	S 3.41	7.30		6.41					
				4										W 107			1							
	1.13	6.03	9.40	7.40	2.40	10.46		508	96.8		PIERCE	P	10.7	W 107	11.38	3.26	7.16		6.27					
														107										
s	1.30	6.18	10.05	s 7.50	s 2.52	s 10.57	WX	510	101.7	BI	BISMARCK	DN	5.8	E 58	s 11.32	s 3.17	s 7.08		6.18					
					3.07	11.02								W 101		7	7.03							
A	1.55PM	A 6.45PM	A 10.40AM	A s 8.05PM	A s 3.25PM	A 11.20AM	WCX	515	107.5	A	MANDAN	DN	0.0	Yard	L 11.20AM	L 2.55PM	L 6.50PM		6.00AM					
		4			2		OTY									603								
	Mon. Wed. and Fri.	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily			Tue. Thur. and Sat.					
	7.25	6.00	7.10	2.45	3.40	3.05								2.25	3.50	2.50			7.15					
	14.4	17.9	15.0	39.0	29.3	34.8								44.8	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, Ways, and Yard Limits	Station Numbers	Distance from Jamestown	Time Table No. 59 October 26, 1930. Succeeding No. 58.		Distance from Leeds	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS				
783	781	785	157	165				STATIONS				158	166	784	782	786		
Way Freight	Way Freight	Way Freight	Passenger	Motor Car				Telegraph Offices and Calls.				Passenger	Motor Car	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 7.15AM	L 5.30AM	L 5.00AM	L 11.45AM	L 8.20AM	WCX OTY	409	0.0	JY.....JAMESTOWN.....DN	108.6	Yard	A 4.00PM	A 6.00PM	A 1.00PM	A 1.45PM	A 2.10PM			
s 7.32	5.45	5.15	f 12.01PM	f 8.36	DE 7	6.5		.....PARKHURST.....	102.1	28	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	90	s 3.26	s 5.24	s 12.16PM 157	1.03	1.30				
As 8.10AM	f 6.18	f 5.46	s 12.35 782	As 9.10AM	YX	DE 21	21.3	PN.....PINGREE.....D	87.3	143	s 3.08	L 5.05PM	L 11.30AM	12.35PM 157	1.10			
	s 6.33	6.00	s 12.51 786		W	DE 28	27.8	EM.....EDMUNDS.....D	80.8	68	s 2.52			11.51AM	s 12.51 157			
	s 6.54	6.14	s 1.06		DE 35	34.6	MV.....MELVILLE.....D	74.0	50	s 2.36				11.27	s 12.15PM			
	7.08	6.24	1.16		DE 39	39.2	.....FARQUAR.....	69.4	59	2.25				11.10	11.58AM			
s 7.25	A 6.35AM	s 1.30 1.40			CY X	DE 44	43.7	CN.....CARRINGTON.....D	64.9	148	s 2.15 2.05			s 10.57	L 11.45AM			
f 7.46		f 1.51 158			W	DE 48	48.3	.....GUPTILL.....	60.3	19	f 1.51 157			f 10.24				
s 8.03		s 2.00			1 1/2 MILE	DE 51	52.0	BW.....BARLOW.....D	56.6	80	s 1.40			s 10.14				
								G. N. Crossing Automatic Interlocking										
s 8.37		s 2.19			DE 60	59.7	NR.....NEW ROCKFORD.....D	48.9	117	s 1.22				s 9.47				
f 9.06		f 2.34			DE 66	66.1	.....DIVIDE.....	42.3	36	f 1.05				f 9.18				
s 9.28		s 2.45			W	DE 71	70.8	NY.....SHEYENNE.....D	37.8	53	s 12.54			s 9.02				
s 10.07		s 3.06			Y X	DE 79	79.5	OB.....OBERON.....D	29.1	88	s 12.32			s 8.32				
f 10.25		f 3.15			DE 83	83.4	.....LALLIE.....	25.2	22	f 12.20				f 8.18				
								7.0										
s 10.59		s 3.31			DE 90	90.4	MW.....MINNEWAUKAN.....D	18.2	56	s 12.04PM				s 7.55				
s 11.44AM 158		s 3.52			DE 99	98.9	BR.....BRINSMADE.....D	9.7	49	s 11.44AM 781				s 7.30				
A 12.30PM		A 4.25PM			WC YX	DE 108	108.6	LD.....LEEDS.....D	0.0	53	L 11.20AM			L 7.00AM				
								G. N. Ry. Track Conn.										
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.			
.55	7.00	1.35	4.30	.50							4.30	.55	1.30	6.45	2.25			
23.2	15.5	27.6	24.1	25.5							24.1	23.0	14.2	16.1	18.0			
Time Over Subdivision																		
Average Speed per Hour																		

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										EIGHTH SUB-DIVISION (MANDAN SOUTH LINE)										EASTWARD										WESTWARD										NINTH SUB-DIVISION (MANDAN NORTH LINE)										EASTWARD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
THIRD CLASS					FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits	Station Numbers	Distances from Mandan	Time Table No. 59 October 26, 1930 Succeeding No. 58. Mountain or 105th Meridian Time.					Distances from Mott	Car Capacity of Sidings	FIRST CLASS					THIRD CLASS					THIRD CLASS					FIRST CLASS					Water, Fuel, Scales, Turn Tables, Wyes, and Yard Limits	Station Numbers	Distances from Mandan	Time Table No. 59 October 26, 1930 Succeeding No. 58. Mountain or 105th Meridian Time.					Distances from Killdeer	Car Capacity of Sidings	FIRST CLASS					THIRD CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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## MAXIMUM CLEARANCES.

[illegible]



FIRST SUB-DIVISION  
(MAIN LINE)

OFFICE OF SUPERINTENDENT DIVISION

Jamestown, Oct. 18, 1930 - L

graph office.

graph office.

Miles from Car  
Oakes Capacity  
4.3 5

B-DIVISION  
(E BRANCH)

rior trains using the 3rd sub-division main  
he whistle at each curve and look out for  
tracks.

ing home signal does not indicate proceed,  
according to instructions inside the release

and Parkhurst.

At Gravel Pit west of Sheyenne, pit track  
nd 600 feet from main track switch, and  
orage track switch.  
ust not be used on McGlynn's spur.

an Class W1, thirty (30) miles per hour.  
ter engines, thirty-five (35) miles per hour.  
(45) miles per hour.  
es per hour.  
cted speed.

th sub-division junction switch and depot,

en north wye switch and depot, restricted

rrington and Minnewaukon, ten (10) miles  
at Leeds, four (4) miles per hour.

o Line crossing between Brinsmade and  
om either direction is in sight will wait for

estown, and No. 160 at Carrington.

estown.  
Oberon and No. 160 at Carrington.  
ay carry adult male passengers.

uired, be furnished register check, form

raph office.

raph office.

Notice NO. 209

ALL CONCERNED:

EFFECTIVE Oct. 26th, 1930, DURING THE

CONTINUANCE OF TIME TABLE NO. 59, No. 176 will observe the follow-

ing 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 at 9:30 A. M. and  
9:45 A. M.

Post - J - Mz -

Cy - Supt TMs CD MM RFES DA  
Agents Linton Branch  
~~WCS~~ WCS WHS PHM (18) TJJ  
EEN (5) EJJ ALW  
Cy Walter Jennings

(Re-issue of Notice No. 150 of  
July 7, 1930, acct. new time table)

R. T. Taylor,

SUPERINTENDENT

567.

I HEREBY ACKNOWLEDGE RECEIPT OF

Dakota

DIVISION

Notice No. 209

CIRCULAR NO. WHICH WAS POSTED AT

LOCATION

PLACE

TIME

DATE

SIGNED

USE ONE SHEET FOR EACH CIRCULAR.

Nos. 787 and 788 may carry adult male passengers.  
Nos. 154 and 155 will stop on flag at Singleton.

5. Register Stations—  
Jamestown.  
LaMoure.

Independence.  
Oakes.

6. Clearance Exceptions—Westward trains out of Oakes and all trains re-  
ceiving Fargo Division orders at other points must have clearance cards from  
both Fargo and Dakota Divisions.

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

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

1. At Jamestown. Switch tenders are on duty 7:30 A. M. to 11:30  
handle switches for passenger trains entering and leaving the passenger  
Westward first-class trains and passenger extras will use first track  
passenger depot.  
Eastward first-class trains and passenger extras will use second track  
passenger depot.  
Westward second-class and inferior trains will use third track south of  
depot.  
Eastward second-class and inferior trains will use fourth track south of  
depot.  
Westward passenger trains must stop at Pittsburg Ave. unless switches  
and track normal.  
Westward second-class and inferior trains must stop east of Pittsburg  
engine within 500 feet of switch tenders shanty.  
The normal position of the crossover switches at Pittsburg Ave. is for t  
train routes. Normal position of switch at end of double track jus  
Fifth Ave. and all switches west of that point to the freight yard is for  
freight trains.  
Eastward trains will call for route at Pittsburg Ave. as follows:  
For eastward main track—four short blasts of whistle.  
For westward main track—two long blasts of whistle.  
For second subdivision—one long and one short blast of whistle.

2. At Pipestem Tower—  
When a westward freight train gets a proceed indication approaching s  
and is stopped before passing this signal, the block may be released to a  
train by unlocking the cover at the base of signal mast and operating  
release under the figures 947 to "OFF" position. After the train pa  
hand release must be returned to "ON" position to release signal 947.  
An eastward train unable to clear the time of an opposing superior train  
pass signal 954 until the opposing train has entered the double track.  
Spring Switches—Trailing from west cross-over to westward main track  
position for yard lead.  
Trailing from double to single track; normal position for cross-over to v  
main track.  
Trailing from east cross-over to yard lead; normal position for yard lead

3. At Eldridge normal position of double track switch is for westward track  
be handled by operator for eastward trains.

4. At Windsor, enginemen of eastward freight trains must receive proces  
from rear of train, or stop and test brakes. This signal will only be giv  
required pressure is shown on the caboose air gauge. Eastward passeng  
will make running test of air brakes.

5. At Dawson operator will close the west switch of westward siding and  
switch of eastward siding behind trains leaving these sidings.

6. At McKenzie. When cars are left on south siding, they must be left  
cross-over to the 7th sub-division, and all switches lined for the cross-o  
east wye.

7. At Missouri Valley Seed Co. Spur air must be coupled through to th  
and brakes in control of the engineman when working on this track.

8. At Missouri River Bridge pusher engines will remain coupled and c  
pushing until entire train is across bridge.

9. Pusher Districts between Jamestown and Windsor, and between Mand  
Bismarck.

10. Retaining Valves are to be used WINDSOR TO JAMESTOWN as fol  
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  
into designated track in Jamestown Yard.

11. Bridge and Engine Restrictions—  
Mill Track at Medina.....Engines heavier than Class W not permit  
Coal Dock Track at Dawson.....Engines must not pass over coal dock ho

12. Speed Restrictions—  
Freight trains forty-five (45) miles per hour.  
Windsor to Eldridge, freight trains twenty-five (25) miles per hour.  
Windsor to Jamestown, freight trains using retainers, twenty-five (25)  
per hour.  
At Jamestown between James River Bridge and Pittsburg Avenue, fir  
trains restricted speed.  
At Bismarck, between Third and Ninth Streets, passenger trains twent  
miles per hour; freight trains, fifteen (15) miles per hour.  
All trains on first curve west of Pipestem River Bridge No. 94, twenty (20) miles  
per hour.  
On westward track between Pipestem Tower and Mile Post 96, thirty (30) miles  
per hour.  
At Eldridge, through double track switch, twenty-five (25) miles per hour.  
At Mandan between depot and east yard switch, twenty-five (25) miles per hour.

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



FIRST SUB-DIVISION

(MAIN LINE)

1. **At Jamestown.** Switch tenders are on duty 7:30 A. M. to 11:30 handle switches for passenger trains entering and leaving the passenger depot. Westward first-class trains and passenger extras will use first track passenger depot. Eastward first-class trains and passenger extras will use second track passenger depot. Westward second-class and inferior trains will use third track south of depot. Eastward second-class and inferior trains will use fourth track south of depot. Westward passenger trains must stop at Pittsburg Ave. unless switch and track normal. Westward second-class and inferior trains must stop east of Pittsburg engine within 500 feet of switch tenders shanty. The normal position of the crossover switches at Pittsburg Ave. is for train routes. Normal position of switch at end of double track just Fifth Ave. and all switches west of that point to the freight yard is for freight trains. Eastward trains will call for route at Pittsburg Ave. as follows:  
For eastward main track—four short blasts of whistle.  
For westward main track—two long blasts of whistle.  
For second subdivision—one long and one short blast of whistle.
2. **At Pipestem Tower—**  
When a westward freight train gets a proceed indication approaching and is stopped before passing this signal, the block may be released to a train by unlocking the cover at the base of signal mast and operating release under the figures 947 to "OFF" position. After the train passes hand release must be returned to "ON" position to release signal 947. An eastward train unable to clear the time of an opposing superior train pass signal 954 until the opposing train has entered the double track. Spring Switches—Trailing from west cross-over to westward main track position for yard lead. Trailing from double to single track; normal position for cross-over to main track. Trailing from east cross-over to yard lead; normal position for yard lead.
3. **At Eldridge** normal position of double track switch is for westward track be handled by operator for eastward trains.
4. **At Windsor,** enginemen of eastward freight trains must receive proceed from rear of train, or stop and test brakes. This signal will only be given required pressure is shown on the caboose air gauge. Eastward passenger will make running test of air brakes.
5. **At Dawson** operator will close the west switch of westward siding and switch of eastward siding behind trains leaving these sidings.
6. **At McKenzie.** When cars are left on south siding, they must be left cross-over to the 7th sub-division, and all switches lined for the cross east wye.
7. **At Missouri Valley Seed Co. Spur** air must be coupled through to train and brakes in control of the engineman when working on this track.
8. **At Missouri River Bridge** pusher engines will remain coupled and pushing until entire train is across bridge.
9. **Pusher Districts** between Jamestown and Windsor, and between Mandan and Bismarck.
10. **Retaining Valves** are to be used WINDSOR TO JAMESTOWN as follows:  
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 into designated track in Jamestown Yard.
11. **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 bridge.
12. **Speed Restrictions—**  
Freight trains forty-five (45) miles per hour.  
Windsor to Eldridge, freight trains twenty-five (25) miles per hour.  
Windsor to Jamestown, freight trains using retainers, twenty-five (25) miles per hour.  
At Jamestown between James River Bridge and Pittsburg Avenue, freight trains restricted speed.  
At Bismarck, between Third and Ninth Streets, passenger trains twenty (20) miles per hour; freight trains, fifteen (15) miles per hour.  
All trains on first curve west of Pipestem River Bridge No. 94, twenty (20) miles per hour.  
On westward track between Pipestem Tower and Mile Post 96, thirty (30) miles per hour.  
At Eldridge, through double track switch, twenty-five (25) miles per hour.  
At Mandan between depot and east yard switch, twenty-five (25) miles per hour.
13. **Special Stops, Connections, etc.—**  
Nos. 779 and 780 may carry adult male passengers.



N. P. 567

NORTHERN PACIFIC RAILWAY CO.

OFFICE OF SUPERINTENDENT Dakota DIVISION

Jamestown, Nov. 8, 1930-L 19

Notice NO. 229

ALL CONCERNED:

EFFECTIVE Nov. 16th, 1930, DURING THE

CONTINUANCE OF TIME TABLE NO. 60, No. 176 will observe the following schedule:

ing schedule:

Leave Linton  
" Temvik  
" Hazelton  
" Dana  
" Moffitt  
" Burdick  
Arrive McKenzie

Except Sundays  
& Tuesdays

10:45 A. M.  
11:10  
11:45  
12:10 P. M.  
12:35  
12:50  
1:15 P. M.

Tuesdays  
only

10:00 A. M.  
10:25  
11:00  
11:25  
11:50  
12:05 P. M.  
12:30 P. M.

Post - J - Mz -

Cy - Supt - TMs CD MM RFES DA  
Agents Linton Branch  
WCS WHS PHM(18) TJJ  
EHN (5) EJJ ALW  
Cy Walter Jennings

(Re-issue of Notice No. 209 of  
Oct. 18, 1930, acct. new time table)

R. T. Taylor,

SUPERINTENDENT

567.

I HEREBY ACKNOWLEDGE RECEIPT OF

Dakota

DIVISION

Notice No. 229

CIRCULAR NO. WHICH WAS POSTED AT

LOCATION

PLACE

TIME

DATE

SIGNED

USE ONE SHEET FOR EACH CIRCULAR.

Nos. 787 and 788 may carry adult male passengers.  
Nos. 154 and 155 will stop on flag at Singleton.

5. **Register Stations—**  
Jamestown.  
LaMoure.

Independence.  
Oakes.

6. **Clearance Exceptions—**Westward trains out of Oakes and all trains receiving Fargo Division orders at other points must have clearance cards from both Fargo and Dakota Divisions.

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

12. **Derail Switches—**

Carrington. . . . . Coal dock tracks.  
Carrington. . . . . Both ends Soo transfer.  
Melville. . . . . West end, Industry track.  
New Rockford. . . . . Both ends house track.  
New Rockford. . . . . West end elevator track.  
Brinsmade. . . . . West end house track.

DAKOTA DIVISION

graph office.

graph office.

Miles from Car  
Oakes Capacity  
4.3 5

B-DIVISION  
(KE BRANCH)

rior trains using the 3rd sub-division main  
he whistle at each curve and look out for  
racks.

ing home signal does not indicate proceed,  
according to instructions inside the release

and Parkhurst.

At Gravel Pit west of Sheyenne, pit track  
nd 600 feet from main track switch, and  
orage track switch.  
ust not be used on McGlynn's spur.

an Class W1, thirty (30) miles per hour.  
ter engines, thirty-five (35) miles per hour.  
(45) miles per hour.  
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th sub-division, junction switch and depot,

en north wye switch and depot, restricted

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at Leeds, four (4) miles per hour.

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om either direction is in sight will wait for

estown, and No. 160 at Carrington.  
mestown.  
Oberon and No. 160 at Carrington.  
ay carry adult male passengers.

uired, be furnished register check, form

raph office.

raph office.

## FIRST SUB-DIVISION

## (MAIN LINE)

1. **At Jamestown.** Switch tenders are on duty at Pittsburg Ave. 7:30 A. M. to 11:30 P. M. and at Sixth Ave. from 8:00 A. M. to 11:59 P. M.  
Westward first-class trains and passenger extras will use first track south of passenger depot.  
Eastward first-class trains and passenger extras will use second track south of passenger depot.  
Westward second-class and inferior trains will use third track south of passenger depot.  
Eastward second-class and inferior trains will use fourth track south of passenger depot.  
Westward passenger trains must stop at Pittsburg Ave. unless switches are right and track normal.  
Westward second-class and inferior trains must stop east of Pittsburg Ave. with engine within 500 feet of switch tenders shanty.  
The normal position of the crossover switches at Pittsburg Ave. is for the freight train routes. Normal position of switch at end of double track just west of Fifth Ave. and all switches west of that point to the freight yard is for eastward freight trains.  
Eastward trains will call for route at Pittsburg Ave. as follows:  
For eastward main track—four short blasts of whistle.  
For westward main track—two long blasts of whistle.  
For second subdivision, one long and one short blast of whistle.
2. **At Pipestem Tower—**  
When a westward freight train gets a proceed indication approaching signal 947 and is stopped before passing this signal, the block may be released to a westward train by unlocking the cover at the base of signal mast and operating the hand release under the figures 947 to "OFF" position. After the train passes, the hand release must be returned to "ON" position to release signal 947.  
An eastward train unable to clear the time of an opposing superior train will not pass signal 954 until the opposing train has entered the double track.  
Spring Switches—Trailing from west cross-over to westward main track; normal position for yard lead.  
Trailing from double to single track; normal position for cross-over to westward main track.  
Trailing from east cross-over to yard lead; normal position for yard lead.
3. **At Eldridge** normal position of double track switch is for westward track and will be handled by operator for eastward trains.
4. **At Windsor,** enginemen of eastward freight trains must receive proceed signal from rear of train, or stop and test brakes. This signal will only be given when required pressure is shown on the caboose air gauge. Eastward passenger trains will make running test of air brakes.
5. **At Dawson** operator will close the west switch of westward siding and the east switch of eastward siding behind trains leaving these sidings.
6. **At McKenzie.** When cars are left on south siding, they must be left east of cross-over to the 7th sub-division, and all switches lined for the cross-over and east wye.
7. **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.
8. **At Missouri River Bridge** pusher engines will remain coupled and continue pushing until entire train is across bridge.
9. **Pusher Districts** between Jamestown and Windsor, and between Mandan and Bismarck.
10. **Retaining Valves** are to be used WINDSOR TO JAMESTOWN as follows:  
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.
11. **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.
12. **Speed Restrictions—**  
Freight trains forty-five (45) miles per hour.  
Windsor to Eldridge, freight trains twenty-five (25) miles per hour.  
Windsor to Jamestown, freight trains using retainers, twenty-five (25) miles per hour.  
At Jamestown between James River Bridge and Pittsburg Avenue, first class trains restricted speed.  
At Bismarck, between Third and Ninth Streets, passenger trains twenty (20) miles per hour; freight trains, fifteen (15) miles per hour.  
All trains on first curve west of Pipestem River Bridge No. 94, twenty (20) miles per hour.  
On westward track between Pipestem Tower and Mile Post 96, thirty (30) miles per hour.  
At Mandan between depot and east yard switch, twenty-five (25) miles per hour.
13. **Special Stops, Connections, etc.—**  
Nos. 779 and 780 may carry adult male passengers.

## SPECIAL INSTRUCTIONS.

14. **Register Stations—**  
Jamestown.  
Mandan.
15. **Register Exceptions—**  
At Mandan, enginemen of second class and inferior trains will not be required to consult register, but will be furnished, on form 602, a check of the register by conductor.
16. **Bulletin Stations—**  
Jamestown Passenger Depot—Telegraph office.  
Jamestown Yard Office.  
Jamestown Roundhouse.  
Mandan Freight Depot—Telegraph office.  
Mandan Roundhouse.
17. **Standard Time Clocks—**  
Jamestown Passenger Depot—Telegraph office.  
Jamestown Yard Office.  
Mandan Freight Depot—Telegraph office.
18. **Watch Inspectors—**  
H. G. Picard, Jamestown. C. G. Conyne, Mandan.
19. **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
20. **Commercial Spurs—**  

	Miles from Jamestown	Car Capacity
Apple Creek.....	93.8	6
Penitentiary.....	99.4	25
Northern Hide and Fur Co.....	99.8	15
Missouri Valley Seed Co.....	103.2	30
Water Works.....	103.5	15

## SECOND SUB-DIVISION

## (JAMES RIVER AND OAKES BRANCH)

1. **At Jamestown** Nos. 154 and 155 will protect against Fargo Division trains.
2. **Pusher District** between Jamestown and one and one-half miles east.
3. **Speed Restrictions—**  
Freight trains, thirty-five (35) miles per hour.  
Passenger trains, forty (40) miles per hour.  
At Jamestown, first class trains, restricted speed.  
At La Moure, first class trains, between east wye switch and depot, restricted speed.  
At Oakes, all trains, over street crossing between freight house and passenger depot, six (6) miles per hour.
4. **Special Stops, Connections, etc.—**  
No. 154 will connect with No. 3 and No. 6 at Jamestown and No. 139 at Independence.  
No. 155 will connect with C. & N. W. No. 3 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.
5. **Register Stations—**  
Jamestown. Independence.  
LaMoure. Oakes.
6. **Clearance Exceptions—**Westward trains out of Oakes and all trains receiving Fargo Division orders at other points must have clearance cards from both Fargo and Dakota Divisions.

7. **Bulletin Stations—**  
Jamestown Passenger Depot—Telegraph office.  
Jamestown Yard Office.  
Jamestown Roundhouse.
8. **Standard Time Clocks—**  
Jamestown Passenger Depot—Telegraph office.  
Jamestown Yard Office.
9. **Watch Inspectors—**  
H. G. Picard, Jamestown.
10. **Commercial Spurs—**  

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

## THIRD SUB-DIVISION

## (DEVILS LAKE BRANCH)

1. **At Jamestown.** 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.
2. **At New Rockford.** If the interlocking home signal does not indicate proceed, the hand release may be operated according to instructions inside the release box at the crossing.
3. **Bridge and Engine Restrictions—**At Gravel Pit west of Sheyenne, pit track must not be used by engines beyond 600 feet from main track switch, and storage track beyond 250 feet from storage track switch.  
At Minnewaukon, Class W engines must not be used on McGlynn's spur.
4. **Pusher District** between Jamestown and Parkhurst.
5. **Speed Restrictions—**  
Freight trains, thirty (30) miles per hour.  
Motor car passenger trains, forty-five (45) miles per hour.  
Steam passenger trains, forty (40) miles per hour.  
At Jamestown, first class trains, restricted speed.  
At Pingree, first class trains, between 4th sub-division junction switch and depot, restricted speed.  
At Carrington, first class trains, between north wye switch and depot, restricted speed.  
All trains, over street crossings at Carrington and Minnewaukon, ten (10) miles per hour, and on G. N. transfer track at Leeds, four (4) miles per hour.
6. **Special Stops, Connections, etc.—**  
Nos. 157 and 158 will stop at Soo Line crossing 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, and No. 160 at Carrington.  
No. 165 will connect with No. 3 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.
7. **Register Stations—**  
Jamestown.  
Pingree for first class trains.  
Carrington.  
Leeds.
8. **Register Exceptions—**  
At Pingree, trains will, when required, be furnished register check, form 602, by operator.
9. **Bulletin Stations—**  
Jamestown Passenger Depot—Telegraph office.  
Jamestown Yard Office.  
Jamestown Roundhouse.  
Carrington.  
Oberon.
10. **Standard Time Clocks—**  
Jamestown Passenger Depot—Telegraph office.  
Jamestown Yard Office.  
Carrington.
11. **Watch Inspectors—**  
H. G. Picard, Jamestown.  
Andrew Lee, Carrington.  
A. R. Hawkinson, New Rockford.
12. **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.



#### 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—**

	Distance from Pingree	Car Capacity
Macomber (Washburn Coal Co.).....	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—**

	Miles from Carrington	Car Capacity
Garland.....	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 Mandan	Car 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 tippie 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 Mandan	Car Capacity
Rock Haven.....	4.5	10
Deapolis.....	49.3	50
Republic.....	78.0	172
Kamins.....	83.6	4

#### 12. Telephone Calls—

Mandan, Telegraph Office.....	0 0 0 0
Mandan, T. M. and R. M. Office.....	0 0 0 0
Mandan, Freight Office.....	0 0 0 0
Sanger.....	0 0 0 0
Price.....	0 0 0 0
Hensler.....	0 0 0 0
Fort Clark.....	0 0 0 0
Stanton.....	0 0 0 0
Hazen.....	0 0 0 0
Beulah.....	0 0 0 0
Zap.....	0 0 0 0
Golden Valley.....	0 0 0 0
Dodge.....	0 0 0 0
Halliday.....	0 0 0 0
Werner.....	0 0 0 0
Dunn Center.....	0 0 0 0
Killdeer.....	0 0 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 employees, 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 caboose.
- 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.



## 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. J. W. JESION.....  
 DR. W. J. LUND.....  
 DR. IRWIN LIETZKE, Interne.....  
 DR. M. A. BORGERSON, Interne.....

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

## TELEPHONES

	Office	Residence
DR. W. A. GERRISH, Jamestown.....	35	409
Jamestown Passenger Station (S)		
Jamestown Wrecking Outfit (S)		
Jamestown Store Room (S)		
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.....	9	9
DR. H. J. MEUNIER, Oakes (S).....	76	76-2
DR. G. B. RIBBLE, LaMoure.....	87-2	87-3
DR. H. VAN DE ERVE, Carrington.....	164-L	164-J
DR. JOHN CRAWFORD, New Rockford.....	231	255
DR. R. W. MEADOWS, Sheyenne.....	25	25
DR. B. SEDLACEK, Oberon.....	31	31
DR. A. K. BLAIR, Minnewaukon.....	48	57
DR. J. G. VIGELAND, Brinsmade.....	28-2	28-3
DR. A. B. LUND, Leeds (S).....	32	76
DR. S. W. MELZER, Woodworth.....	20	20
DR. V. H. MOATES, Tuttle.....	..	..
DR. M. R. KARTERMAN, Lake Williams.....	..	..
DR. WM. P. THELEN, Wilton.....	14	12
DR. A. E. WESTERVELT, Bowdon.....	24	16
DR. E. LINKER, Goodrich.....	50	48
DR. L. J. ALGER, McClusky.....	65-J	650
DR. G. E. HENZEROTH, Turtle Lake.....	58	24
DR. E. S. O'HARE, Esmond.....	12	12

## YELLOWSTONE DISTRICT

	Office	Residence
DR. J. A. EVERT, Chief Surgeon.....	..	..
DR. H. J. HALL, Assistant Surgeon.....	..	..
DR. E. S. MURPHY, Assistant Surgeon.....	..	..
DR. J. S. WHITSON, Tappen.....	..	..
DR. T. S. PRYSE, Dawson.....	..	..
DR. F. B. LODGE, Steele.....	48-W	48-J
DR. A. M. FISHER, Bismarck (S).....	742	110
DR. C. E. STACKHOUSE, Bismarck.....	742	594
DR. V. J. LaROSE, Consulting & Associate Surgeon, Bismarck.....	4	381
DR. CECIL C. SMITH, Mandan (S).....	19	201
DR. B. S. NICKERSON, Consulting Surgeon, Mandan.....	19	333
DR. G. H. SPIELMAN, Mandan.....	234	231
DR. L. G. SMITH, Oculist, Mandan.....	235	304-M
DR. G. MONTIETH, Hazelton.....	44	22
DR. R. R. HOGUE, Linton.....	140	140
DR. P. F. RICE, Solen.....	One ring	One ring
DR. O. M. DE MOULLY, Flasher.....	1	34
DR. R. H. LEAVITT, Carson.....	46	44
DR. F. C. LORENZEN, Elgin.....	38	48
DR. O. C. MAERCKLEIN, Mott (S).....	139	134
DR. E. OLESKY, Mott.....	139	186
DR. L. G. EASTMAN, Hazen.....	36-J	50
DR. F. P. RASMUSSEN, Beulah.....	74	40
DR. I. M. LAW, Halliday.....	28-2	28-3
DR. OSCAR SMITH, Killdeer (S).....	12-W	12-J

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.

C. W. COIL,  
Trainmaster.

T. J. KANE,  
Trainmaster.

H. W. GILLETTE,  
Chief Dispatcher.

## TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE.					
		W 3	W 1	W	W 4	T-Super-heated	T
		Tons	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.....	.....	2375	2185	2040	1710	1575
	Independence to LaMoure..	.....	5400	4900	4575	3900	3560
	LaMoure to Jamestown.....	.....	3600	3250	3030	2600	2390
SECOND— Eastward..	Jamestown to Reeves.....	2300	1800	1650	1540	1300	1180
	Reeves to LaMoure.....	.....	4000	3650	3410	2900	2620
	LaMoure to Independence...	.....	2150	1950	1820	1550	1430
THIRD— Westward..	Independence to Oakes.....	.....	5400	4900	4575	3900	3560
	Jamestown to Parkhurst....	1810	1440	1330	1240	1000	930
	Parkhurst to Edmunds.....	3075	2400	2225	2075	1700	1300
THIRD— Eastward..	Edmunds to New Rockford..	.....	3450	3200	2990	2500	2290
	New Rockford to Leeds.....	.....	1950	1810	1690	1400	1300
	Leeds to Divide.....	.....	2050	1900	1770	1450	1350
FOURTH— Westward..	Divide to Jamestown.....	.....	4000	3650	3410	2900	2650
	Pingree to Wilton.....	2150	1700	1570	1460	1200	1120
FOURTH— Eastward..	Wilton to Woodworth.....	2150	1700	1570	1460	1200	1120
	Woodworth to Pingree.....	5000	3800	3520	3280	2800	2530
FIFTH— Westward..	Carrington to Sykeston.....	.....	3700	3350	3130	2600	2390
	Sykeston to Turtle Lake....	.....	2520	2300	2140	1800	1660
FIFTH— Eastward..	Turtle Lake to Denhoff.....	.....	2350	2200	2050	1700	1550
	Denhoff to Bowdon.....	.....	3700	3400	3170	2700	2450
	Bowdon to Carrington.....	.....	5000	4600	4290	3600	3300
SEVENTH— Westward..	McKenzie to Linton.....	.....	.....	.....	.....	1080	1000
	Linton to Hazleton.....	.....	.....	.....	.....	1250	1150
SEVENTH— Eastward..	Hazleton to McKenzie.....	.....	.....	.....	.....	2920	2700
	Mandan to Cannon Ball....	.....	3150	2900	.....	2300	2080
EIGHTH— Westward..	Cannon Ball to Mott.....	.....	2550	2350	.....	1900	1700
	Mott to Mandan.....	.....	4600	4200	.....	3300	3000
NINTH— Westward..	Mandan to Stanton.....	4900	4200	3750	.....	3000	2780
	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

This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where the grades will permit.

