NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

Special Instructions No. 9

In Effect at 12:01 A. M.
Central Standard Time

except
Twelfth, Thirteenth and Fourteenth Subdivisions,
Mountain Standard Time.

Sunday, January 1, 1950

These instructions constitute a part of the Time Table currently in effect.

Employes whose duties are in any way affected by the Time Table must have a copy of The Current Special Instructions and Current Time Table with them on duty.

J. T. STOTLER,
Superintendent.

C. V. BERGLUND,
General Manager.

R. E. MATTSON,
General Superintendent of Transportation.

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS

1. **Speed Restrictions—** Maximum Speeds Permitted

Passenger trains	75 MPH.
Freight and mixed trains	50 MPH.
"J" Manifest freight trains	35 MPH.

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.

Reduce speed limits, within the zones listed, are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign (RS).

If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed below for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise	15 MPH.
Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment	30 MPH.
Handling 4-wheel scale test cars—Main Line	35 MPH.
Branch Lines	25 MPH.
Picking up train orders from operators	30 MPH.

Engines—Classes—	Handling trains	Running light
All A and Q (except on passenger trains where higher speed is authorized)	60 MPH.	60 MPH.
Z-6, Z-7 and Z-8	60 MPH.	50 MPH.
Z-5, Y, Y-1, Y-3	40 MPH.	35 MPH.
Z-3, Z-4	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions	15 MPH.	15 MPH.
660 HP diesel-electric switch engines, Nos. 125 to 131 inc.	45 MPH.	45 MPH.
5400 HP and 6000 HP diesel-electric road engines, 6000 series	65 MPH.	65 MPH.
4500 HP diesel-electric passenger engines, 6500 series	75 MPH.	65 MPH.
900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	60 MPH.	60 MPH.

Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8	50 MPH.
S-4, T, T-1, W to W-5 inc., Y-2, Z-5	35 MPH.
Y, Y-1, Y-3	30 MPH.
Z-3, Z-4	25 MPH.

Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8	30 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.	25 MPH.
Z-3, Z-4	20 MPH.

With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8	35 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.	30 MPH.
Z-3, Z-4	25 MPH.

Branch Lines—With either or both main and side rods removed:

All A and Q classes	25 MPH.
All other classes	20 MPH.

On bridges—With either or both main and side rods removed:

Steam switch engines, without engine trucks	15 MPH.
Other engines	20 MPH.

In the event the above speeds are in excess of 50% of permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified for engines coming from shops under steam.

Diesel-electric engines may be handled dead in trains at not to exceed the authorized operating speed specified for such engines.

Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges—general.

Where there are no governing restrictions specified for doubleheaders in the special instructions for each subdivision, they will be governed by the most restrictive instructions applicable to a single engine when of the same class and to the heavier engine when of different classes. Where doubleheader restrictions are specified, doubleheaders of different classes of engines will be governed by the restrictions applicable to doubleheaders of the heavier class.

When necessary to doublehead a diesel-electric engine with a steam engine, except in case of emergency, the steam engine must be placed behind the diesel engine.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 and 6500 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Where diesel-electric multiple-unit engines are used to handle main line through passenger trains making few or no stops, the fireman will remain in the cab at all times while the train is in motion.

Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.

Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5, inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.

3. Use of Mars headlight on engines so equipped—

The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required.

The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed.

The Mars red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an

opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight shall be extinguished, and the standard white headlight turned on d until opposing train is into clear on siding.
The use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

4. Lights will not be displayed by night on train order signals on the 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th and 14th Subdivisions. Trains will be governed by the day indication of these train order signals.

5. Rule D-97 applies to all divisions.

6. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal on 4th, 5th, 6th, 9th, 10th, 11th and 14th Subdivisions, and also in special cases authorized by the superintendent and protected by train order.

7. Rule 606: Emergency Signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

8. Test of hand brakes of gas-electric or diesel-electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control", conductor and engineer will cooperate in making test.

9. Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening.
Gas-electric or diesel-electric motor cars, when handled dead in freight trains, must be behind caboose.
4-wheel scale test cars must be handled only in local freight trains. All scale test cars must be placed immediately ahead of caboose.
Cranes or similar machines geared for self-propulsion moving commercial billing, must not be handled in time freight trains.
When handling pile driver 25, it must be coupled to either the regular tender or a flat or gondola car with open end next to cab end of pile driver to provide proper clearance.
Open cars loaded with material which may shift, such as poles, pipe, timbers, etc., shall not be placed immediately next to diesel-electric engines nor to cabooses in trains

10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines. Trains handling logs must stop when being met or passed by passenger trains.

11. Electric Switch Locks—To operate the lock, unlock and open the door:
(a) If indicator shows proceed, turn lock handle to the left until it rests on stop block. Then line the switch in the usual manner and movement may be made at once.

(b) If indicator shows stop, and no conflicting train movement is evident, unlock the time release box and push the button which starts the time release. After three minutes indicator will normally show proceed, then turn the lock handle to the left and line the switch.

(c) After final movement over the switch is made:
Restore and lock switch in normal position.
Turn the electric lock handle to the right until it rests on the stop block.
Close and lock the door of the electric lock.

(d) Exception: If the electric lock is equipped with a wire seal emergency release, located at the left of the indicator, the seal must not be broken until after the time release has been operated and the electric lock fails to show proceed. When emergency release is used, there must be a wait of three minutes before switch is lined for movement.
After emergency release seal has been broken, immediately notify the train dispatcher so he may call the signal maintainer to reset the emergency release, as the signals will remain at stop until repairs are made.

12. Signal Operation at Spring Switches Equipped for Switch Key Operation—Unless otherwise provided, the normal position of the spring switch is for main track. The normal indication of main track signal is Proceed. The normal indication of siding signal is Stop. To clear the siding signal when train is ready to enter main track, insert switch key in control box and turn to right. If route is clear the siding signal will immediately clear.
If siding signal does not clear by switch key operation, open release box and push the button which will put the time release mechanism into operation. After time release has operated, the siding signal will clear if there is no conflicting train movement.
The release box door must be left open until leading wheels of train on the siding have passed the siding signal, then close and lock the release box door. If the siding signal has been cleared and train on the siding is not ready to depart, if necessary to clear signals for a main track movement, open the release box door and push the button which will start the time release mechanism. After the time release mechanism has started to operate, close and lock the release box door.

13. Manual interlockings—

	Engine whistle signals:
For main track, eastward or westward	1 long.
From main track to diverging route	1 long, 1 short, 1 long.
From diverging route to main track	1 long, 1 short.
On double track—when using reverse track through interlocking limits	2 short, 1 long.
From cross over between main tracks on double track	3 short, 1 long.

14. Bulletin Stations—
Dilworth—Yard office, Roundhouse.
Fargo—Conductor's Room, Headquarters Building.
Valley City—Passenger station.
Jamestown—Passenger station, Yard Office, Roundhouse.
Mandan—Yard Office, Roundhouse.
Carrington—Passenger Station.
Esmond—Passenger Station.

15. Standard Time Clocks—
Dilworth—Telegraph Office.
Fargo—Conductors Room, Headquarters Building.
Train Dispatchers Office.
Valley City—Telegraph Office.
Jamestown—Passenger Station, Yard Office.
Mandan—Telegraph Office. Carrington—Telegraph Office.

16. Watch Inspectors—

Moorhead	Henry Neubarth.
Fargo	E. W. Johnson. Crescent Jewelry.
Valley City	G. H. Toring.
Jamestown	H. G. Pickard.
Mandan	A. J. Hendrickson. I. T. Larson.
LaMoure	Wm. Isaacs.
Cooperstown	Allen's.
Carrington	E. J. Bestgen.
New Rockford	A. R. Hawkinson.

FIRST SUBDIVISION

(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Both tracks—		
Bridge O (Gantz) and Buffalo	50	75
Single track—		
Buffalo and Peak	50	75
Peak and MP 70 (Berea) both lines	50	65
MP 70 and MP 95 (Bloom)	50	75
Both tracks—		
MP 95 and Jamestown	50	65

Through Fargo and Moorhead, all trains shall be operated at a reasonable speed and with due care.
At West Fargo, No. 3, to permit safe dispatch of U. S. Mail ..... 30 MPH
At West Fargo, engines all A classes, W-3 and W-5 over both legs of wye ..... 5 MPH.

Through Casselton .....40 MPH.
except, passenger trains handled by diesel engines may operate through Casselton at normal speed.
At Valley City between Third and Sixth Avenues, all trains shall be operated at a reasonable speed and with due care.

2. **Bridge and Engine Restrictions—**
Bridge 64, Valley City viaduct .....35 MPH.
Bridge 65.3 on Mill spur, Valley City, not safe for an engine.
At Dilworth and Koldok, engines must not pass over coal dock hopper.
At Dilworth, all A classes and heavier engines entering roundhouse will use middle track and when leaving will use middle or north track.
At Dilworth, engines class W-3 and heavier, not permitted on Gantz pump-house spur.
At Dalrymple, engines class W-3 and heavier not permitted on spur.
At Valley City, engines class W-3 and heavier not permitted on wye or transfer track.
At Jamestown, be governed by Second Subdivision restrictions.
Engines, all A classes and heavier, are permitted to use the following industry and yard tracks only:
At Dilworth, wye, middle and north roundhouse tracks, south roundhouse track to coal dock.
Westbound Yard, 1 to 6, incl., 9 and north lead.
Eastbound Yard, 1 to 9, incl., and south lead.
At Moorhead, G. N. transfer track.
At Fargo, run-around, short four, yard tracks 5, 6 and 7 (except over scale); South Yard tracks 1, 2 and 3; wye, and New North Yard tracks 1, 2 and 3.
At West Fargo, wye and on east and west end of house track; at Armour's, run-around and G. N. track to restricting sign north of fertilizer plant; north end of stockyard track to chutes; new storage tracks 1 and 2 to clearance point.
At Union Yard, all tracks.
At Casselton, G. N. transfer track.
At Wheatland, storage track.
At Valley City, stockyard track.
At Berea, storage tracks 1 and 2.

3. Between Dilworth and Fargo, inferior trains may run ahead of No. 123 with the current of traffic without train order authority.

4. **At Fargo,** when westward main track is blocked between Broadway and 8th St., the run-around track may be used, leaving main line switches and switches for short four, lined for run-around track.
During the time Nos. 137 and 139 are loading, second class and inferior westward trains and yard engines will use run-around track.
Switch leading to Third Subdivision is electrically locked.

5. **At West Fargo,** trains setting out stock at Armour's must not block south chute of stock yard north of plant. Armour & Company close the gates at their plant each night which are locked with a standard switch lock. Any operation in or out of the plant must be closely watched to avoid breaking or damaging gates.

6. **At Fife,** trains may expect to find siding blocked at all times.

7. **At Buffalo,** the normal position of double track switch is for eastward track. Operators will handle.
This switch is equipped with electric lock.

8. **At Peak and Berea,** the normal position of switches is for route via High Bridge. Operators will handle junction switches and other switches adjacent to their offices. Unless otherwise directed by train order, extra trains will run via High Bridge. Trains running via Valley City will call for route with one long, one short and one long sound of whistle.

9. **At Peak,** junction switch is equipped with electric lock. Westward trains passing signal 555 at Oriska, and eastward trains passing signal 648 at Valley City, or signal 652 at High Bridge, lock the switch, and if necessary to change the route time release must be used. Instructions for operation of electric lock and time release are posted in station.

10. **At Berea,** junction switch is equipped with electric lock. Westward trains passing signal 669 west of High Bridge, or signal 675 west of Valley City, and eastward trains passing signal 772 at Sanborn, lock the switch, and if necessary to change route time release must be used. Instructions for operation of electric lock and time release are posted in station.

11. **At Valley City,** within yard limits, Nos. 141 and 142 will observe Operating Rule 93 the same as is required of second class and inferior trains.

12. **At Urbana,** an overlap sign has been placed 1700 feet west of MP 85 on north side of main track. Eastward trains passing this sign will set all westward automatic block signals in stop position as far east as west switch at Eckelson.

13. **At Bloom,** switch at end of double track is automatically operated dual control switch. Normal position is for westward track.

14. **At Jamestown,** Second Subdivision Instructions Govern.

15. **Spring Switches—**
Sanborn, at east end eastward siding, equipped with facing point lock and switch key signal operation.
Eckelson, west end siding, equipped with facing point lock and switch key signal operation.

16. **Sidings—**
At Valley City, trains taking siding will pull in at first switch. Crossover switch just west of 9th Avenue is the west switch of eastward siding.
Crossover switch just west of 4th Avenue is west switch of westward siding.
At Sanborn, south siding is eastward; north siding is westward.

17. **Pusher Districts**—Between Koldok and Berea, via Valley City; between Jamestown and Bloom.

18. **Yard Limits**—The tracks between yard limit signs west of Milwaukee Crossing at Fargo and east of Bridge O, east of Dilworth, will be operated as one yard.

19. **Clearance of Structures**—The following overhead bridges will not clear man on top of tender of engines Classes A, piled high with coal:
2017 feet west of MP 63 (Low Line) between Peak and Valley City.
1586 feet west of MP 70 (Main track and siding) Berea.

20. **Register Stations—**
Dilworth.
Fargo—For first class trains and passenger extras.
Casselton—For trains to and from 4th Subdivision.
Valley City—For trains originating and terminating, helper and switch engines.
Sanborn—For trains to and from 5th Subdivision.
Jamestown.

21. **Register Exceptions—**
Dilworth—Through passenger trains will register by Form 608.

22. **Clearance Exceptions—**
At Dilworth, trains destined Third Subdivision will require clearance for First and Third Subdivisions.
At Fargo, all first class trains and passenger extras must obtain clearance. Trains from Third Subdivision will not require clearance.

SECOND SUBDIVISION
(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Jamestown and MP 100 (Eldridge) Both tracks	50	75
Jamestown and Eldridge, against current of traffic on both tracks on curves between MP 94 and MP 96	50	55
MP 100 and MP 194 (Bismarck)	50	75
MP 194 and Mandan	50	60
At Dawson, under coal dock	40	40
At Bismarck, over street crossings, 3rd Street to 12th Street inc.	15	20

At Mandan, westward first class trains, between underpass at Sixth Avenue N. E., and passenger station.....Restricted speed.

2. **Bridge and Engine Restrictions—**

When engines Classes A-2 to A-5 inc. or Z-5 to Z-8 inc. are double headed and the second engine is of this class, the engineer of the leading engine will work no steam, or a very little if necessary to do so to keep train moving, while the second engine is on the first curve east of the Missouri River Bridge.

At Jamestown, engines class W and heavier not permitted on Mill Spur beyond Game's Coal Shed.

At Dawson, engines must not pass over coal dock hopper.

At Bismarck, engines Class W and heavier not permitted on Gas Co. spur. Engines heavier than class T-1 not permitted on International Harvester Co. spur, mill spur and Standard Oil Co. spur.

Engines, all A classes and heavier, are permitted to use the following industry and yard tracks only:

At Jamestown, yard tracks 1 to 6 inc. and 15. Switching leads at east and west end of yard.

Through engine track between coal dock and west end of yard.

Roundhouse tracks, except south out going roundhouse track over and east of blow off pit, and cross over from incoming roundhouse track to through engine track west of coal dock.

Engine lead between roundhouse tracks and passenger station (south bridge track).

North spur west of passenger station.

Run-around track 3.

Devils Lake Branch main track within yard limits.

JR&O main track within yard limits and wye.

Other yard tracks may be used when side clearance permits, but only as directed by the yardmaster.

At Bismarck, Yard tracks 1, 2 and 4, ramp track, west yard lead and Marshall Oil Spur for distance of 250 ft. east of headblock.

3. **At Jamestown.** First track south of passenger station is westward main track; second track is eastward main track; third track is run-around 3.

Between east switch of caboose track and passenger station First Class Trains of 7th Sub-division will observe Operating Rule 93 the same as is required of Second Class and inferior trains.

When main tracks at passenger station are blocked, run-around 3 will be used, leaving main track switches lined for run-around.

Eastward first subdivision freight trains crossing over from yard lead to main track may leave switches lined for crossover. Engine herder on duty 6:30 AM to 10:30 PM daily, except Sunday to line routes as far as practicable for trains.

4. **At Eldridge,** switch at end of double track is an automatically operated dual control switch. Normal position is for the eastward track.

5. **At Tappen—**

An overlap sign is located just east of passenger station on north side of main track. Westward trains passing this sign will set all eastward automatic block signals in stop position as far west as the east switch at Dawson.

6. **At Dawson,** operator will close the west switch of westward siding and the east switch of eastward siding behind trains leaving these sidings.

7. **At Bismarck,** Whistle signal 14 (l) will not be sounded at street crossings within the city limits, except in case of emergency.

When making station stop eastward trains will stop so engine is just west of 5th Street crossing. Westward trains will stop so engine is just east of 3rd Street crossing.

8. **At Mandan—**

When regular passenger trains meet, the eastward train will, unless otherwise instructed, use the passenger siding. When an eastward passenger train using the passenger siding is at the station when a westward passenger train arrives, the westward train will stop with its engine opposite the engine of the eastward train and not proceed until proceed signal is given by conductor of the eastward train or the yardmaster. If an eastward passenger train is approaching the passenger station and has not come to a stop, westward passenger trains will stop east of the east switch of the passenger siding and remain until the eastward train is stopped.

Yellowstone Division instructions govern.

9. **Spring Switches—**

Jamestown, at west end yard westward main track switch to yard, not equipped with facing point lock.
The normal position is for yard lead.
Before making movement over this spring switch by trains or engines making eastward movement from main track into yard, the switch must be examined to make certain it is properly lined, locked or secured, and that points fit.

Sterling, at east end of siding, equipped with facing point lock and switch key signal operation.

Pierce, at east end of siding, equipped with facing point lock and switch key signal operation.

10. **Sidings—**

Windsor, north siding is westward; south siding is eastward.

Medina, north siding is eastward; south siding is westward.

Dawson, north siding is eastward; south siding is westward.

Steele, north siding is westward; south siding is eastward.

Burleigh, north siding is westward; south siding is eastward.

At Mandan, the first track south of passenger station is the main track, the second track is passenger train siding.

11. **Clearance of Structures**—Overhead Bridge, 4681 feet west of MP 124, three and one fourth miles west of Medina, will not clear man on top of tender of engines Classes A, piled high with coal.

12. **Pusher Districts.** Between Jamestown and Windsor, and between Mandan and Bismarck.

On eastward freight trains out of Mandan with helper or pusher engine going through to Bismarck, conductor in charge of helper will accompany train and helper to Bismarck. When helper engine is on head end, the helper engine will go through to Bismarck.

When the helper engine is to return to Mandan without going through to Bismarck, the conductor of the helper engine will handle the east switch Mandan yard, close it behind the train being helped, which need not come to a stop, and remain at the east switch, holding all other eastward engines and trains until helper engine returns.

13. **Register Stations—**

Jamestown. Mandan.

THIRD SUBDIVISION

(FARGO AND SOUTHWESTERN BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Engine Classes W or heavier	Q4, T and lighter	Passenger motor
Fargo and LaMoure	30	40	45
LaMoure and Edgeley	25	30	45
Edgeley and Streeter	20	25	30

2. **Bridge and Engine Restrictions—**

Engines heavier than Class W-2 not permitted between Fargo and Streeter, except engines class W-5 permitted between La Moure and Independence.

At La Moure engines must not pass over coal dock hopper.

3. **At Fargo**—Switch leading to First Subdivision is electrically locked.

4. **At Fargo,** within yard limits, Nos. 139 and 140 will observe Operating Rule 93 the same as is required of second class and inferior trains.

5. **At Davenport—**

When agent not on duty route will be lined for Great Northern, when needed for Northern Pacific trains, agent will be called.

At Independence, trains may expect to find east leg of wye blocked with cars.

7. **At La Moure,** trains may expect to find west leg of wye blocked with cars.

8. **At La Moure,** within yard limits, Nos. 139 and 140 will observe Operating Rule 93 the same as is required of second class and inferior trains.

9. **At Edgeley Junction,** normal position of switch is for Streeter branch.
Extra trains will not run via Edgeley unless instructed by train order to do so.

10. **Doubling Tracks:**
5 miles west of La Moure, capacity 14 cars, switch at west end.

11. **Register Stations.**
Independence. La Moure. Streeter.

12. **Clearance Exceptions**—At Fargo, trains from First Subdivision will not require clearance. At Independence, trains from Sixth Subdivision will not require clearance.

FOURTH SUBDIVISION

(CASSELTON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Casselton and Marion	25	30

2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 not permitted.

3. **At Casselton**—Train order signal does not govern Fourth Subdivision trains.

4. **Register Stations**—
Casselton. Marion.

FIFTH SUBDIVISION

(COOPERSTOWN BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger Steam	Passenger Motor
Sanborn and MP 31 (between Hannaford and Shepard)	25	30	30
MP 31 and passenger station McHenry	40	40	45

2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 not permitted.

3. **At Sanborn**—Train order signal does not govern Fifth Subdivision trains.
Yard limit sign does not apply on First Subdivision.

4. **At Hannaford**—G. N. Agent will handle interlocking plant.

5. **Register Stations**—
Sanborn. McHenry.

SIXTH SUBDIVISION

(JAMES RIVER AND OAKES BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Jamestown and Oakes, except, Jamestown and yard limit sign, Engines Class Z 3	35	40

....15 MPH.

At Oakes, all trains, over street crossing between freight house and passenger station .....10 MPH.

At Oakes, Chicago and Northwestern Railway and Northern Pacific Railway trains and engines have no time-table superiority and must proceed at Restricted Speed, within yard limits.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted, except Class Z-3 permitted between Jamestown and yard limit sign.

3. **Pusher District.** Between Jamestown and one and one-half miles east.

4. **Register Stations**—
Jamestown. La Moure. Independence. Oakes.

SEVENTH SUBDIVISION

(DEVILS LAKE BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger Steam	Passenger Motor
Jamestown and Leeds	....	40	45
Engines Classes W-3 or W-5	30	30	
Engines Classes W, W-1 and W-2	35	35	
Except, Jamestown and Parkhurst—			
Eastward trains	25		
Engines class Z-3	20		

At Carrington, between First St. South and Second St. North, all trains .....25 MPH.

At Leeds, on G. N. transfer track ..... 4 MPH.

At Pingree, between passenger station and 1000 feet west of 8th Subdivision junction switch; at Carrington, between passenger station and Soo line crossing; at Oberon, between passenger station and 1000 feet west of west wye switch;
First class trains .....Restricted Speed.

2. **Bridge and Engine Restrictions**—
Engines heavier than Class W-5 not permitted, except Class Z-3 permitted between Jamestown and Parkhurst.
At Carrington engines must not pass over coal dock hopper.

3. **At Jamestown,** between east switch of caboose track and passenger station, first class trains of the seventh subdivision will observe Operating Rule 93 the same as is required of second class and inferior trains.

4. **Register Stations**—
Jamestown. Carrington. Oberon. Leeds.
Pingree for first class trains.

5. **Clearance Exceptions**—
At Pingree, trains from 8th subdivision will not require clearance if train order signal indicates proceed.

6. **Pusher District between Jamestown and Parkhurst.**

EIGHTH SUBDIVISION

(WILTON BRANCH)

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger Steam	Passenger Motor
Pingree and Wilton		40	45
Engines Classes W-3 or W-5	30	30	
Engines Classes W, W-1 and W-2	35	40	
Except, Pingree and Woodworth, eastward	25		

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.
At Wilton, bridge over cattle pass, mine spur, must not be used by Northern Pacific engines.

3. **Register Stations**—
Pingree. Wilton.

4. **Register Exceptions**—At Pingree trains may register by Form 608 if operator is on duty.

5. **Clearance Exceptions**—At Pingree, trains from Seventh Subdivision will not require clearance if train order signal indicates proceed.

TELEPHONE CALLS—

Jamestown, Trainmasters' Office	O O O
Jamestown, Freight Office	— —
Jamestown, Ticket Office	—
Jamestown Yard Office	O O
Jamestown, Yard Telegraph Office	— O —
Jamestown, Roadmasters' Office	O O —
Buchanan	— O O O O
Pingree	— O O O
Goldwin Gravel Pit	—
Woodworth	O — O
Pettibone	— O O
Lake Williams	— — —
Robinson	O O O O
Tuttle	O —
Wing	O — —
Regan	— — O O
Wilton	— — O

NINTH SUBDIVISION

(SYKESTON BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Carrington and Sykeston		
Engines Classes W, W-1 and W-2	20	20
Engines Classes Q-4 and lighter	25	35
Sykeston and Denhoff		
Engines Classes W-2 and lighter	30	35
Denhoff and Turtle Lake		
Engines Classes W, W-1 and W-2	20	20
Engines Classes Q-4 and lighter	25	35

2. **Bridge and Engine Restrictions—Engines heavier than Class W-2 not permitted.**

3. **Register Stations—**
   Carrington. **Turtle Lake.**

TENTH SUBDIVISION

(OBERON BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Oberon and Esmond	25
At Oberon, on wye tracks	6

2. **Bridge and Engine Restrictions**—Engines heavier than Class Q-4 not permitted.

3. **Register Stations—**
   Oberon. Esmond.

ELEVENTH SUBDIVISION

(LINTON BRANCH)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
McKenzie and Temvik	40	40
Temvik and Linton	30	30

2. **Bridge and Engine Restrictions—Engines heavier than Class W-2 not permitted.**

3. **At McKenzie—Train order signal does not govern 11th Subdivision trains.**
   Yard limit sign does not apply on Second Subdivision.

4. **Register Stations—**
   McKenzie. **Linton.**

TWELFTH SUBDIVISION

(MANDAN SOUTH LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger Steam	Passenger Motor
Junction switch and MP 5 (west of Cannon Ball)	35	35	40
MP 5 and MP 9	25	25	25
MP 9 and Mott	35	35	40

2. **Bridge and Engine Restrictions—Engines heavier than Class W-5 not permitted.**

3. **At Mandan,** between Junction Switch and the passenger station, Nos. 161 and 162 will observe Operating Rule 93 the same as is required of second class and inferior trains.

4. **At Cannon Ball Junction—Extra trains will not run via Cannon Ball unless instructed by train order to do so. Normal position of east wye switch is for Mott branch.**

5. **Register Stations—**
   Mandan. **Mott.**

THIRTEENTH SUBDIVISION

(MANDAN NORTH LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger Steam	Passenger Motor
Junction Switch and Fort Clark	----	----	45
Engines Classes W-3 or W-5	35	35	----
Engines lighter than W-3	40	40	----
Fort Clark and Killdeer	----	----	40
Engines Classes W-3 or W-5	25	35	----
Engines lighter than W-3	30	35	----

2. **Bridge and Engine Restrictions—Engines heavier than Class W-5 not permitted.**
   At Hazen, engines, Class W-3 or heavier, not permitted on Hazen Grain Elevator Track.
   Engines must not pass over coal dock hopper.
   At Beulah, engines must not pass under tipple tracks 2, 3 and 4 nor go farther than west switch of cross-over west of tipple.
   At Republic, engines must not pass under tipple nor go beyond tipple on No. 4 track.

3. **At Mandan,** between Junction Switch and the passenger station, Nos. 163 and 164 will observe Operating Rule 93 the same as is required of second class and inferior trains.

4. **At Beulah, switch leading from west end No. 1 storage track to mine lead shows clear when set for lead.**
   West switch of cross-over from main track to No. 1 mine storage track must be left set and locked for storage track.
   Private crossing 476 feet east of storage track switch and first crossing east of depot must not be blocked.
   Examine all inside switches on mine tracks before using.

5. **At Hazen, engine fires will not be cleaned or ash pan dumped while taking coal at coal dock.**

6. **Clearances of structures at following locations are not standard and will not clear a man on top and/or on side of car.**
   At Beulah, Knife River tipple and three car pullers between tipple tracks east and west end tipple. Slack bin over track 4.
   At Republic, Dakota Colleries tipples.
   At Zap, loading dock on house track.

7. **Clearance Exceptions**—At Hazen, trains from Fourteenth Subdivision will not require clearance if train order signal indicates proceed.

8. **Register Stations—**
   Mandan. Hazen. Killdeer.

9. Telephone Calls—

Mandan Yard Office	O O
Mandan, Telegraph Office	O O O O O —
Mandan, T. M. and R. M. Office	O O O O
Mandan, Freight Office	— O
Sanger	— O O O
Price	— O O —
Hensler	O O —
Fort Clark	O O O
Stanton	— — —
Hazen	— — O
Beulah	— — O O
Zap	— O —
Golden Valley	O — —
Dodge	O — O
Halliday	— O O
Werner	O O — —
Dunn Center	O —
Killdeer	— —

FOURTEENTH SUBDIVISION

(TRUAX BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted

Zone—Between
Hazen and Truax
With engines classes W-3 or W-5 ....25 MPH.
With lighter classes engines ....30 MPH.

2. **Bridge and Engine Restrictions—**
Engines heavier than class W-5 not permitted.
At Truax, engines not permitted over scale or on tipple tracks.

3. **Clearance of Structures—**
At Truax, Truax-Traer tipples will not clear a man on top and/or on side of car.

4. **Retaining Valves—**On eastward freight or mixed trains retaining valves must be used on grades, Truax to Hazen; handles to be turned up to low pressure (horizontal) position beginning at head car as follows:
Trains of 8000 tons or over—20 retaining valves.
Trains of 5000 to 8000 tons—15 retaining valves.
Trains of 3000 to 5000 tons—10 retaining valves.
Trains of less than 3000—No retaining valves.
Retaining valve handles must not be turned up until air brakes are all released following the terminal test of brakes at Truax and must be turned down following the stopping of train at the east switch of the east leg of wye at Hazen.

5. **Register Stations—**
Hazen.

6. **Register Exceptions—**At Hazen, trains may register by Form 608 if operator is on duty.

7. **Clearance Exceptions—**At Hazen, trains from Thirteenth Subdivision will not require clearance if train order signal indicates proceed.

MAXIMUM CLEARANCES

NOTE.—Limit of load measurements based on 52' cars with 42' truck centers.
Heights and widths in table allow 6 inches clearance.

Table is based on open car loading equally divided on either side of center line of car.

LIMIT OF LOAD MEASUREMENT
HEIGHT ABOVE TOP OF RAIL

		1' 0" Wide	2' 0" Wide	3' 0" Wide	4' 0" Wide	5' 0" Wide	6' 0" Wide	7' 0" Wide	7' 6" Wide	8' 0" Wide	Max. Height	Max. Wide	Governing Structure
First Sub-division	Dilworth to Jamestown	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Second Sub-division	Jamestown to Mandan	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 4"	20' 0"	19' 10"	19' 8"	20' 6"	11' 6"	Coal Dock Dawson
Third Sub-division	Fargo to Streeter	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Fourth Sub-division	Casselton to Marion	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Fifth Sub-division	Sanborn to McHenry	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Sixth Sub-division	Oakes to Jamestown	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Seventh Sub-division	Jamestown to Leeds	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Eighth Sub-division	Pingree to Wilton	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Ninth Sub-division	Carrington to Turtle Lake	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Tenth Sub-division	Oberon to Esmond	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Eleventh Sub-division	McKenzie to Linton	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Twelfth Sub-division	Mandan to Mott	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Thirteenth Sub-division	Mandan to Killdeer	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Fourteenth Sub-division	Hazen to Truax	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	

NOTE—Limit of load measurements based on 52' cars with 42' truck centers.
Heights and widths in table allow 6 inches clearance.

MAXIMUM CLEARANCES—Continued.

Table is based on open car loading equally divided on either side of center line of car.

		LIMIT OF LOAD MEASUREMENT HEIGHT ABOVE TOP OF RAIL									
		8' 6" Wide	9' 0" Wide	9' 6" Wide	10' 0" Wide	10' 6" Wide	11' 0" Wide	11' 6" Wide	Max. Height	Max. Wide	Governing Structure
First Sub-division.....	Dilworth to Jamestown.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Second Sub-division...	Jamestown to Mandan.....	19' 7"	19' 5"	19' 2"	18' 10"	18' 7"	I8' 6"	17' 6"	20' 6"	11' 6"	Coal Dock Dawson
Third Sub-division....	Fargo to Streeter.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Fourth Sub-division...	Casselton to Marion.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Fifth Sub-division....	Sanborn to McHenry.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Sixth Sub-division....	Oakes to Jamestown.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Seventh Sub-division..	Jamestown to Leeds.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Eighth Sub-division...	Pingree to Wilton.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Ninth Sub-division....	Carrington to Turtle Lake.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Tenth Sub-division....	Oberon to Esmond.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Eleventh Sub-division.	McKenzie to Linton.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
Twelfth Sub-division..	Mandan to Mott.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
ThirteenthSub-division	Mandan to Killdeer.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	
FourteenthSub-division	Hazen to Truax.....	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"	

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

TONNAGE RATING—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-3 W-5 Tons	CLASS OF ENGINE W-1 W-2 Tons	CLASS OF ENGINE Q-1, Q-3, Q-4 Tons	SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-1 W-2 Tons	CLASS OF ENGINE Q-1, Q-3, Q-4 Tons	
THIRD—	Fargo to Woods.....	.....	3000	2250	THIRD—	Lisbon to Lisbon Spur.....	1500	990	.....
	Woods to Leonard.....	.....	1500	1035	Eastward...	Lisbon Spur to Fargo.....	.....	.....	.....
	Leonard to Lisbon.....	.....	3000	2250	FOURTH—	Casselton to Myra.....	.....	2250	.....
	Lisbon to Independence.....	.....	1500	1035		Myra to Embden.....	.....	1800	.....
Westward..	Independence to La Moure.....	.....	5400	3204		Embden to Lucca.....	.....	1980	.....
	La Moure to Berlin Spur.....	.....	1500	1035	Westward..	Lucca to Eastedge.....	.....	1710	.....
	Berlin Spur to Edgeley.....	.....	1900	1350		Kathryn to Hastings.....	.....	1350	.....
	Edgeley to Streeter.....	.....	.....	1350		Hastings to Marion.....	.....	2250	.....
THIRD—	Streeter to Edgeley.....	.....	.....	2250	FOURTH—	Marion to Kathryn.....	.....	.....	.....
	Edgeley to La Moure.....	.....	3000	2250	Eastward...	Kathryn to Eastedge.....	.....	1125	.....
Eastward...	La Moure to Independence.....	.....	2150	1287		Eastedge to Casselton.....	.....	.....	.....
	Independence to Englevale.....	.....	2300	1665	FIFTH—	Sanborn to Hannaford.....	.....	2700	.....
	Englevale to Lisbon.....	.....	1500	1035	Westward..	Hannaford to Hannaford Spur.....	.....	1350	.....
						Hannaford Spur to McHenry.....	.....	1980	.....
					FIFTH—	McHenry to Shepard.....	.....	1980	.....
					Eastward...	Shepard to Hannaford.....	.....	1350	.....
						Hannaford to Sanborn.....	.....	2700	.....

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-3 W-5 Tons	W-1 W-2 Tons	W Tons	Q-1 Q-3 Q-4 Tons
SIXTH—Westward..	Oakes to Independence	.....	2375	2185	1575
	LaMoure to Jamestown	.....	3600	3250	2390
SIXTH—Eastward...	Jamestown to Reeves	2300	1800	1650	1180
	Reeves to LaMoure	.....	4000	3650	2620
	Independence to Oakes	.....	5400	4900	3560
SEVENTH Westward..	Jamestown to Parkhurst	1810	1440	1330	930
	Parkhurst to Edmunds	3075	2400	2225	1300
	Edmunds to New Rockford	.....	3450	3200	2290
	New Rockford to Leeds	.....	1950	1810	1300
SEVENTH Eastward...	Leeds to Divide	.....	2050	1900	1350
	Divide to Jamestown	.....	4000	3650	2650
EIGHTH—Westward..	Pingree to Wilton	2150	1700	1570	1120
EIGHTH—Eastward...	Wilton to Pettibone	2850	2400	2300	1320
	Pettibone to Woodworth	2450	2000	1850	1120
	Woodworth to Pingree	5000	3800	3520	2530
NINTH—Westward..	Carrington to Sykeston	.....	3700	3350	2390
	Sykeston to Turtle Lake	.....	2520	2300	1660
NINTH—Eastward...	Turtle Lake to Denhoff	.....	2350	2200	1550
	Denhoff to Bowdon	.....	3700	3400	2450
	Bowdon to Carrington	.....	5000	4600	3300

SUB-DIVISION	DISTRICT	CLASS OF ENGINE W-3 W-5 Tons	W-1 W-2 Tons	W Tons	Q-1 Q-3 Q-4 Tons
TENTH—Westward..	Oberon to Esmond	.....	1950	1810	1300
TENTH—Eastward...	Esmond to Oberon	.....	1950	1810	1300
ELEVENTH—Westward..	McKenzie to Linton	.....	.....	.....	1000
ELEVENTH—Eastward...	Linton to Hazleton	.....	.....	.....	1150
	Hazleton to McKenzie	.....	.....	.....	2700
TWELFTH Westward..	Mandan to Cannon Ball	.....	3150	2900	2080
	Cannon Ball to Mott	.....	2550	2350	1700
TWELFTH Eastward...	Mott to Mandan	.....	4600	4200	3000
THIRTEENTH Westward..	Mandan to Stanton	4900	4200	3750	2780
	Stanton to Golden Valley	3400	2750	2520	1800
	Golden Valley to Killdeer	2850	2300	2100	1500
THIRTEENTH Eastward...	Killdeer to Golden Valley	4600	3850	3550	2550
	Golden Valley to Mandan	5600	4700	4300	3100
FOURTEENTH—Eastward...	Truax to Hazen	.....	.....	.....	.....
FOURTEENTH—Westward..	Hazen to Truax	2600	2100	1900	1400

SUB-DIVISION	DISTRICT	CLASS OF ENGINE Diesel 6,000 HP Tons	A-2, A-3, A-4, A-5 Tons	W-3 W-5 Tons	W-1 W-2 Tons	W Tons	Q-1 Q-3 Q-4 Tons
FIRST—Westward....	Dilworth to Casselton	.....	.....	.....	.....	.....	2880
	Casselton to Jamestown	5800	4320	3600	2900	.....	1908
FIRST—Eastward.....	Jamestown to Buffalo	7500	6000	5000	3950	.....	2430
	Buffalo to Dilworth	.....	.....	.....	.....	.....	.....
SECOND—Westward.....	Jamestown to Windsor	5250	4300	3600	3210	3100	2720
	Windsor to Mandan	7500	5700	4400	3500	3200	2290
SECOND—Eastward.....	Mandan to Windsor	7500	6000	4600	3600	3350	2290
	Windsor to Jamestown	.....	.....	.....	.....	.....	.....

W. L. WOOD,
Asst. Supt.

C. H. SCHUTT,
Trainmaster.

C. L. HARDING,
Trainmaster.

H. O. WHITTEN,
Trainmaster.

F. M. SCHAUMBURG,
Trainmaster—
Roadmaster.

J. J. SYLER,
Chief Dispatcher.