

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME **41E** 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, JUNE 18, 1916.

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 Rules and always have for reference a copy of TRANSPORTATION RULES.

J. M. RAPELJE,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. E. BERNER,
Superintendent.

WESTWARD				FIRST SUB-DIVISION (MAIN LINE)										EASTWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS			Station	Distance from Jamestown	Time Taken	No. 41E.	No. 41D.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
779	805	803	7	3	1						2	4	8	602	780		
Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Way Freight			
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	WC	OTY	DN	DN	DN	Daily	Daily	Daily	Daily			
7:15 AM	4:30 AM	9:40 AM	11:30 AM	9:00 AM	8:51 AM	400	0.0	JAMESTOWN	107.3	9:00	10:25 AM	12:53 PM	6:02 PM	3:00 PM			
7:35	5:00	10:13	11:40	9:10	9:01	414	4.0	ELDRIDGE	108.8	80	10:13	12:41	5:49	2:37			
8:05	5:12	10:30	11:40	9:14	9:06	416	7.0	ELDRIDGE	109.8	230	10:09	12:37	5:40	2:55			
8:25	5:30	10:55	11:66 AM	9:23	9:13	421	10.0	WEGON	110.3	80	10:01	12:29	5:37	3:00			
8:45	5:45	11:16	12:06 PM	9:32	9:22	425	16.3	WEGON	111.1	230	9:55	12:22	5:29	3:10			
9:00	6:00	11:36 AM	12:16	9:38	9:29	429	20.0	WEGON	112.1	230	9:49	12:18	5:22	3:20			
9:20	6:36	12:07 PM	12:27	9:47	9:39	434	26.0	WEGON	113.1	80	9:38	12:07	5:11	3:30			
9:40	6:55	12:33 PM	12:33	9:52	9:44	438	28.0	WEGON	114.1	230	9:34	12:02	5:04	3:40			
9:55	7:08	12:48	12:38	9:58	9:48	440	31.0	WEGON	115.1	80	9:30	11:58	4:57	3:50			
10:25	7:37	1:22	12:50	10:05	9:57	445	37.0	CRYSTAL SPRINGS	116.1	230	9:21	11:50	4:46	4:00			
10:45	7:57	1:45	12:58	10:11	10:04	450	41.0	CRYSTAL SPRINGS	117.1	230	9:15	11:44	4:38	4:10			
11:00	8:13	2:00	1:04	10:16	10:09	454	44.0	CRYSTAL SPRINGS	118.1	80	9:10	11:40	4:32	4:20			
11:20	8:41	2:28	1:15	10:27	10:18	459	50.0	CRYSTAL SPRINGS	119.1	230	9:00	11:30	4:20	4:30			
11:45 AM	8:57	2:43	1:21	10:33	10:23	453	53.0	CRYSTAL SPRINGS	120.1	80	8:54	11:21	4:12	4:40			
12:15 PM	9:23	3:08	1:31	10:42	10:32	457	56.0	CRYSTAL SPRINGS	121.1	230	8:47	11:14	4:03	4:50			
12:30	9:38	3:22	1:37	10:46	10:36	470	60.0	CRYSTAL SPRINGS	122.1	80	8:43	11:10	3:57	5:00			
12:55	10:05	3:48	1:46	10:53	10:44	474	65.0	CRYSTAL SPRINGS	123.1	230	8:35	11:03	3:48	5:10			
1:15	10:22	4:01	1:52	10:58	10:49	478	68.0	CRYSTAL SPRINGS	124.1	80	8:32	10:58	3:42	5:20			
1:45	10:50	4:26	2:01	11:06	10:57	485	71.0	CRYSTAL SPRINGS	125.1	230	8:24	10:50	3:32	5:30			
2:05	11:10	4:37	2:08	11:10	11:01	486	75.0	CRYSTAL SPRINGS	126.1	80	8:20	10:45	3:27	5:40			
2:35	11:38	5:08	2:19	11:21	11:10	492	83.0	CRYSTAL SPRINGS	127.1	230	8:09	10:34	3:15	5:50			
3:02	11:59 AM	5:34	2:29	11:29	11:18	497	88.0	CRYSTAL SPRINGS	128.1	80	8:01	10:26	3:02	6:00			
3:25	12:20 PM	5:58	2:39	11:36	11:26	505	93.0	CRYSTAL SPRINGS	129.1	230	7:53	10:18	2:51	6:10			
3:35	12:31	6:13	2:45	11:40	11:29	508	96.0	CRYSTAL SPRINGS	130.1	80	7:49	10:14	2:45	6:20			
3:55	12:50	6:35	2:55	11:41	11:35	510	101.0	CRYSTAL SPRINGS	131.1	230	7:40	10:05	2:35	6:30			
A 4:30 PM	A 1:30 PM	A 7:15 PM	A 3:20 PM	A 12:10 PM	A 11:59 PM	515	107.0	JAMESTOWN	132.1	80	7:37	9:50 AM	2:17 PM	6:00 PM			
Mo., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Thu., Thurs. and Sat.			
9:15	9:00	9:55	9:43	3:03	3:01						2:57	3:00	3:40	8:45			
11.0	11.0	11.1	28.2	35.1	35.5						33.3	35.7	29.3	12.1			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 MANUAL BLOCK—BETWEEN JAMESTOWN AND ELDRIDGE 7:00 a. m. to 7:00 p. m.; BETWEEN JAMESTOWN AND BERNER 7:00 p. m. to 7:00 a. m.

No. 779 and 780 will carry adult male passengers.
 Nos. 3 and 4 will take water at Dawson.
 No. 8 will stop at McKennie except Sunday.
 Nos. 7 and 8 will stop at Jamestown Shops opposite store room to discharge and receive company express.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 5.

Passenger trains stopping at Crystal Springs to discharge or take on passengers will make stop at building just east of crossing at east end of siding, instead of telegraph office.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Car Factor	CLASS OF ENGINE									
			W 2		T		R		D 3		D 3	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
FIRST— Westward...	Jamestown to Windsor.....	5	2600	52	2100	42	1900	38	1690	34	1550	31
	Windsor to Mandan.....	12	3200	64	2100	42	1900	38	1570	31	1085	22
FIRST— Eastward...	Mandan to Bismarck.....	12	3000	70	2100	42	1900	38	1570	31	1085	22
	Bismarck to Windsor.....	12	3200	64	2100	42	1900	38	1570	31	1085	22
	Windsor to Jamestown.....	12										
SECOND— Westward...	Oakes to Independence.....	15					1460	37	1200	30	820	21
	Independence to La Moure.....	15					2750	69	2250	56	1500	39
	La Moure to Jamestown.....	15					1920	48	1570	39	1085	27
SECOND— Eastward...	Jamestown to La Moure.....	15					2080	52	1700	42	1175	29
	La Moure to Independence.....	15					1300	33	1080	26	725	18
	Independence to Oakes.....	15					2750	69	2250	56	1500	39
THIRD— Westward...	Jamestown to Edmunds.....	15			1280	32	1055	26	860	21	590	15
	Edmunds to New Rockford.....	15			2000	50	1920	48	1570	39	1085	27
	New Rockford to Leeds.....	15			1260	32	1055	26	860	21	590	15
THIRD— Eastward...	Leeds to Divide.....	15			1260	32	1055	26	860	21	590	15
	Divide to Jamestown.....	15			2500	62	2265	58	1655	41	1280	33
FOURTH— Westward...	Pingree to Wilton.....	15			1090	27	875	22	750	19	500	13
FOURTH— Eastward...	Wilton to Woodworth.....	15			1000	25	800	22	700	16	180	12
	Woodworth to Pingree.....	15			2250	56	2000	50	1500	37	1125	29
FIFTH— Westward...	Carrington to Sykeston.....	15					1920	48	1570	39	1085	27
	Sykeston to Turtle Lake.....	15					1300	32	1060	26	725	18
FIFTH— Eastward...	Turtle Lake to Denhoff.....	15					1185	29	955	24	650	16
	Denhoff to Bowdon.....	15					1460	37	1200	30	820	21
	Bowdon to Carrington.....	15					2485	62	2035	51	1410	35
SIXTH— Westward...	Oberon to Maddock.....	15					2285	56	1855	46	1260	32
	Maddock to Emond.....	15					1460	37	1200	30	820	21
SIXTH— Eastward...	Emond to Maddock.....	15					1460	37	1200	30	820	21
	Maddock to Oberon.....	15					2485	62	2035	51	1410	35
SEVENTH— Westward...	McKensie to Linton.....	15					885	22	720	18	490	12
SEVENTH— Eastward...	Linton to Haselton.....	15					1055	26	860	21	590	15
	Haselton to McKensie.....	15					2485	62	2035	51	1410	35
EIGHTH— Westward...	Mandan to Cannon Ball.....	15			1990	50	1660	42	1360	34	815	23
	Cannon Ball to Mott.....	15			1640	41	1375	34	1125	28	755	19
EIGHTH— Eastward...	Mott to Cannon Ball.....	15			2305	57	1920	48	1570	39	1085	27
	Cannon Ball to Mandan.....	15			2725	68	2285	57	1855	46	1260	32
NINTH— Westward...	Mandan to Stanton.....	15			2725	68	2285	57	1855	46	1260	32
	Stanton to Golden Valley.....	15			1800	45	1500	38	1200	30	850	21
	Golden Valley to Kildeser.....	15			1500	38	1250	31	1000	25	700	17
NINTH— Eastward...	Kildeser to Mandan.....	15					Water	Grade				

For each car added to the number specified above, deduct the car factor in tons from rating of engine; for each car less than the number specified above, add the car factor in tons to rating of engine.
In figuring tonnage of the car, less than 1000 pounds will not be counted; 1000 pounds or more will be counted one ton.

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

Train Dispatcher will determine rate to be handled when reduction is necessary account of weather conditions. When engine are unable to haul the rating, engine men will designate to conductors the number of tons to be reduced and will wire the Superintendent why reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the engineman and not by the conductor.

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

The above rating includes Class "W" Helper east and west from Jamestown and Class "L-8" Helper east from Mandan.

In making up or filling out trains, the following rules will be followed as far as practicable:
Solid trains of loads or solid trains of empties.
Where trains consist of both loads and empties, loads in the middle with empties divided between the head and rear ends of trains.

COMMERCIAL SPURS

FIRST SUB-DIVISION.

DISTANCE FROM JAMESTOWN.

BISMARCK PENITENTIARY SPUR 061 Miles.
BISMARCK MILITARY SPUR 091 Miles.
BISMARCK WATER WORKS SPUR 102 1/2 Miles.

SECOND SUB-DIVISION.

SINGLETON..... 4 1/2 MILES FROM OAKES.

THIRD SUB-DIVISION.

FARQUAR..... 39 MILES FROM JAMESTOWN.

FOURTH SUB-DIVISION.

WILLIAMS..... 36.7 MILES FROM PINGREE.

FIFTH SUB-DIVISION.

CARLAND..... 4 MILES FROM CARRINGTON.

NINTH SUB-DIVISION.

DISTANCE FROM MANDAN.

WATER WORKS SPUR 3 1/2 Miles.
ROCK HAVEN SPUR..... 4 Miles.

S. A. WILDER,
Trainmaster.

P. J. COLEMAN,
Trainmaster.

J. J. MULROY,
Trainmaster.

H. W. GILLETTE,
Chief Dispatcher.

