

# NORTHERN PACIFIC RAILWAY COMPANY.

## DAKOTA DIVISION

# TIME 27 TABLE

IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.

**SUNDAY, JUNE 2nd, 1907.**

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of **TRANSPORTATION RULES.**

**H. J. HORN,**  
Gen'l Manager.

**NEWMAN KLINE,**  
Ass't Gen'l Superintendent.

**M. C. KIMBERLY,**  
Ass't Gen'l Manager.

**A. M. BURT,**  
Superintendent.

**F. W. GILBERT,**  
Gen'l Superintendent.

**I. B. RICHARDS,**  
Sup't Car Service.

WEST BOUND

DAKOTA DIVISION

EAST BOUND

THIRD CLASS TRAINS		SECOND CLASS TRAINS		FIRST CLASS TRAINS			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	TIME TABLE No. 27. JUNE 2nd, 1907. Succeeding No. 26B. STATIONS			Distance from Mandan	Capacity of Passing Tracks	FIRST CLASS TRAINS			THIRD CLASS TRAINS	
61	53	5	3	1	2	4				6	54	62							
WAY FREIGHT Except Sunday	FREIGHT Daily	PASSENGER Daily	PASSENGER Daily	PASSENGER Daily					Telegraph Offices and Calls.			PASSENGER Daily	PASSENGER Daily	PASSENGER Daily	FREIGHT Daily	WAY FREIGHT Except Sunday			
7.30 AM	11.00 PM	11.25 AM	9.05 AM	8.12 PM	WC	409	0.0	JY.....JAMESTOWN.....N	106.7	650	4.00 AM	7.10 PM	5.35 AM	9.00 PM	4.30 PM				
7.58	11.20	* 11.39	* 9.18	* 8.25		414	4.6	BX.....BERNER.....N	102.1	80	* 3.50	* 7.00	* 5.20	8.40	4.10				
8.05	11.30	f 11.45	* 9.24	* 8.31		410	7.0	EG.....ELDRIDGE.....N	99.7	80	* 3.46	* 6.55	f 5.16	8.31 8.26	3.58				
8.33	11.48 PM	* 11.58 AM	* 9.33	* 8.43		421	12.4	OG.....OSWEGO.....N	94.3	80	* 3.37	* 6.44	* 5.06	8.00	3.32				
8.50	12.05 AM	f 12.10 PM	* 9.43	* 8.52	W	425	16.2	WR.....WINDSOR.....N	90.5	155	* 3.31	* 6.37	f 5.00	7.48	3.15				
9.08	12.14	12.17	* 9.49	* 8.58		429	20.1	CD.....CLEVELAND.....N	86.6	80	* 3.23	6.29	f 4.53	7.33	2.56				
9.35	12.27	* 12.27	* 9.56	* 9.04		434	25.3	DU.....DON.....N	81.4	80	* 3.15	* 6.17	* 4.44	7.15	2.30				
9.51 10.11	12.36	12.33	* 10.01	* 9.09	W	438	28.6	MD.....MEDINA.....N	78.1	80	* 3.09	6.11	f 4.37	7.05	2.16				
10.23	12.43	* 12.37	* 10.05	* 9.12		440	31.1	SD.....SOUTHDOWN.....N	73.4	80	* 3.04	* 6.06	* 4.32	6.55	2.05				
10.50	12.58	f 12.47	* 10.14	* 9.20	W	446	37.3	CS.....CRYSTAL SPRINGS.....N	69.4	80	* 2.54	* 5.54	f 4.20	6.33	1.35				
11.06	1.07	* 12.53	* 10.19	* 9.25		450	41.3	LG.....LADOGA.....N	65.4	80	* 2.48	* 5.46	* 4.13	6.21	1.20				
11.25	1.15	f 1.00	* 10.25	* 9.30		454	44.8	TP.....TAPPEN.....N	61.9	80	* 2.42	* 5.38	f 4.06	6.08	1.00 12.55 PM				
11.50 AM	1.30	1.15	* 10.37	* 9.43	WC	450	50.3	DO.....DAWSON.....N	56.4	151	* 2.33	5.28	3.53	5.49	11.50 AM				
12.11 PM	1.50	* 1.25	* 10.44	* 9.49		463	53.8	GZ.....GROUSE.....N	52.9	80	* 2.26	* 5.20	* 3.47	5.35	11.22				
12.37	2.15 2.20	1.35	* 10.53	* 9.56		467	58.2	ST.....STEELE.....N	48.5	82	* 2.20	5.12	f 3.40	5.22 5.02	10.53 10.48				
12.55	2.31	* 1.42	* 10.58	* 10.00		470	61.0	RK.....RANKIN.....N	45.7	80	* 2.15	* 5.06	* 3.36	4.50	10.33				
1.20	2.47	* 1.52	* 11.06	* 10.07		474	66.2	GV.....GENEVA.....N	40.5	80	* 2.07	* 4.55	* 3.29	4.33	10.10				
1.52 2.05	2.56	1.53	* 11.11	* 10.12	W 3/4 mi W	478	68.9	DR.....DRISCOLL.....N	37.5	160	* 2.02	f 4.49	* 3.25	4.23	9.58				
2.39	3.13 3.18	* 2.08	* 11.18	* 10.18		483	74.1	AR.....ANGORA.....N	32.6	80	* 1.53	* 4.39	* 3.18	4.08	9.37				
2.55	3.26	f 2.13	* 11.23	* 10.22	W	486	76.7	SG.....STERLING.....N	30.0	140	* 1.50	f 4.33	* 3.18	3.58	9.25				
3.35	3.47	2.27	* 11.33	* 10.32	WY	492	82.9	MZ.....McKENZIE.....N	23.8	66	* 1.38	f 4.20	* 3.03	3.35	8.57				
4.05 4.10	4.03	f 2.38	* 11.42	* 10.41		497	88.1	BU.....BURLEIGH.....N	18.6	80	* 1.28	f 4.10	* 2.52	3.12	8.32				
4.30	4.20	* 2.49	* 11.50	* 10.47		506	93.4	AQ.....APPLE CREEK.....N	13.3	66	* 1.20	* 3.58	* 2.42	2.49 2.44	8.10				
4.40	4.30	* 2.55	* 11.55 AM	* 10.51		508	96.0	PR.....PIERCE.....N	10.7	80	* 1.15	* 3.53	* 2.37	2.30	7.55				
5.00 5.30	4.45	3.05	12.05 PM	10.58	W	510	100.9	BI.....BISMARCK.....N	5.8	123	1.07	3.43	2.28	2.15	7.35 6.55				
6.00 PM	5.25 AM	3.25 PM	12.25 PM	11.20 PM	WC STY	515	106.7	A.....MANDAN.....N	0.0	450	12.50 AM	3.25 PM	2.10 AM	1.50 PM	6.30 AM				
Except Sunday	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Except Sunday				
10.30	6.25	4.00	3.20	3.08				.....Time over District.....			3.10	3.45	3.25	7.10	10.00				
10.2	16.6	26.6	32.1	34.0				.....Average Speed per Hour.....			33.7	28.4	31.2	14.9	10.7				

REGISTERING AND BULLETIN STATIONS—Jamestown and Mandan.  
 STANDARD CLOCKS—Jamestown and Mandan.  
 Freight trains enter and leave Jamestown Yard at a point just east of Pipestem River Bridge (the extreme west switch). See Rule 298 (e) and (f).  
 Maximum grades: Windsor to Jamestown. Before descending, freight trains must come to a full stop, air brakes tested and known to be working through and signal received by Engineer from rear end of train. Passenger trains will be governed by rule 552.  
 All east-bound trains will clear arriving time of trains 2, 4 and 6 at Jamestown at least ten (10) minutes.

Derail switches must be set and locked for derail when not in use.  
 East-bound passenger trains will use at least six minutes from Berner to Jamestown Coal Dock.  
 Engineers will not be required to consult register, except at initial or starting point.

Rule 288 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders, and on that portion of road where single-track block system is in effect inferior class trains may run ahead of second and third class trains without authority of train orders.



WEST BOUND		LINTON BRANCH		EAST BOUND	
2ND CLASS TRAINS		TIME TABLE No. 27.		2ND CLASS TRAINS	
175		JUNE 2nd, 1907.		174	
MIXED		Succeeding No. 26B.		MIXED	
Ex. Sunday		STATIONS		Ex. Sunday	
10.00 AM		Telephone Offices and Calls.		3.30 PM	
WCY	492	0.0	.....McKENZIE..... D	44.7	100
			1 ring 12.9		
	DK 13	12.9	.....BESSOBA.....	31.8	24
			14.9		
	DK 28	27.8	.....HAZELTON..... D	10.9	38
			2 rings 8.0		
	DK 37	36.7	.....BROFV.....	8.0	24
			8.0		
	DK 45	44.7	.....LINTON..... D	0.0	04
			3 rings		
Ex. Sunday				Ex. Sunday	
2.30		.....Time Over District.....		3.00	
17.8		.....Average Speed per Hour.....		14.9	

Registering Stations—McKenzie and Linton.

Bulletin Station—McKenzie.

Standard Clock—Mandan.

No. 175 has right over No. 174.

Tracks inside yard limit boards at Linton are joint with C. M. & St. P. Ry. While using joint tracks trains will give precedence to C. M. & St. P. trains of superior class.

Conductors and engineers must provide themselves with current time table of the James River Division C. M. & St. P. Ry., and while on joint tracks be governed by general and special rules contained therein, and also by general or special instructions issued by train dispatcher or superintendent of the C. M. & St. P. Ry.

COMMERCIAL SPURS.

MAIN LINE.

Distance from Jamestown.

Bismarck Penitentiary Spur	98 1/2 Miles.
Bismarck Military Spur	99 1/2 Miles.
Bismarck Water Works Spur	102 3/4 Miles.

DEVILS LAKE BRANCH.

Farquar 39 miles from Jamestown.  
Garland 47 miles from Jamestown (Sykeston Bch.)

JAMES RIVER & OAKES BRANCH.

Reeves Spur 7 3/4 miles from Jamestown.

LOCATION OF DERAIL SWITCHES.  
DAKOTA DIVISION.

MAIN LINE.

STATION.	TRACK.	WHERE LOCATED
Eldridge.....	House track.....	Both ends.
Windsor.....	House track.....	Both ends.
Medina.....	House track.....	Both ends.
Dawson.....	House track.....	West end.
Steele.....	House track.....	Both ends.
Genova.....	House track.....	Both ends.
Driscoll Tank.....	Spur track.....	West end.
Sterling.....	House track.....	Both ends.
McKenzie.....	Stock yard track.....	East end.

BRANCH LINES.

Devils Lake Branch.

Carrington.....	Soo transfer.....	South end.
New Rockford.....	House track.....	North end.
New Rockford.....	West elevator track.....	North end.
Brinsmade.....	House track.....	North end.

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHERS (S).

DR. W. COURTNEY, Chief Surgeon,  
E. D., Brainerd.

DR. J. A. RANKIN, Jamestown (S).  
Jamestown, Tool Car (S).

DR. T. P. MARTIN, La Moure.

DR. H. P. BOARDMAN, Oakes (S).

DR. J. R. McKENZIE, Carrington (S).  
DR. C. McLACHLAN, New Rockford.

DR. W. M. BARTLEY, Sheyenne.

DR. JOHN CRAWFORD, Rhodes.

DR. C. E. McREYNOLDS, Goodrich.

DR. J. W. WARREN, Leeds (S).

DR. O. W. McCLUSKEY, Cleveland.  
DR. G. B. TODD, Medina.

DR. T. S. PRYSE, Dawson.

DR. W. L. GORDON, Steele.

DR. F. R. SMYTH, Bismarck (S).

DR. G. B. FURNESS, Mandan (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes 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.

Railway 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 physi-

cian. 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 but an authorized company surgeon be continued at the expense of the Railway 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.

W. E. BERNER,  
Train Master.

S. A. WILDER,  
Train Master.

W. G. HOWLAND,  
Chief Dispatcher.