

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 27A TABLE

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

SUNDAY, SEPTEMBER 8th, 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.

F. W. GILBERT,
Gen'l Superintendent.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

I. B. RICHARDS,
Sup't Transportation.

A. M. BURT,
Superintendent.

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. 27A. SEPTEMBER 8th, 1907. Succeeding No. 27. STATIONS			Distance from Mandan	Capacity of Passing Tracks	FIRST CLASS TRAINS			THIRD CLASS TRAINS	
61	53	5	3	1	STATIONS						2	4	6			54	62			
WAY FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	Telegraph Offices and Calls.						PASSENGER	PASSENGER	PASSENGER			FREIGHT	WAY FREIGHT			
Except Sunday	Daily	Daily	Daily	Daily							Daily	Daily	Daily			Daily	Except Sunday			
7.30 AM	11.00 PM	11.35 AM	9.00 AM	8.12 PM	JY.....	JAMESTOWN	4.0	N	106.7	650	4.05 AM	7.30 PM	6.30 AM	9.00 PM	4.30 PM					
7.53	11.30	* 11.39	* 9.13	* 8.25	BX.....	BERNER	2.1	N	102.1	80	* 3.50	* 7.10	* 6.09	8.40	4.10					
8.05	11.30	f 11.46	* 9.19	* 8.31	EG.....	ELDRIDGE	5.4	N	99.7	160	* 3.46	* 7.06	f 6.04	8.31 8.26	3.58					
8.33	11.48 PM	* 11.59 AM	* 9.28	* 8.42	OG.....	OSWEGO	3.5	N	94.3	80	* 3.37	* 6.57	* 5.53	8.00	3.32					
8.50	12.05 AM	f 12.12 PM	* 9.38	* 8.52	WR.....	WINDSOR	3.0	N	90.5	158	* 3.31	* 6.50	f 5.45	7.48	3.15					
9.08	12.14	12.20	* 9.43	* 8.58	CD.....	CLEVELAND	5.2	N	86.6	80	* 3.23	6.43	f 5.37	7.33	2.56					
9.30	12.27	* 12.30	* 9.50	* 9.04	DU.....	DON	3.3	N	81.4	80	* 3.15	* 6.32	* 5.28	7.15	2.30					
9.50 10.05	12.36	12.37	* 9.55	* 9.09	MD.....	MEDINA	2.5	N	78.1	100	* 3.09	6.26	f 5.20	7.05	2.16					
10.23	12.42	* 12.41	* 9.59	* 9.12	SD.....	SOUTHDOWN	6.2	N	73.4	80	* 3.04	* 6.21	* 5.14	6.55	2.05					
10.50	12.58	f 12.52	* 10.07	* 9.20	CS.....	CRYSTAL SPRINGS	4.0	N	69.4	160	* 2.54	* 6.09	f 5.02	6.33	1.35					
11.06	1.07	* 12.58	* 10.12	* 9.25	LD.....	LADOGA	3.5	N	65.4	80	* 2.48	* 6.01	* 4.55	6.21	1.20					
11.25	1.15	f 1.05	* 10.17	* 9.30	TP.....	TAPPEN	5.5	N	61.0	80	* 2.42	* 5.53	f 4.48	6.08	1.05 1.00 PM					
11.50 AM	1.30	1.20	* 10.29	* 9.43	DO.....	DAWSON	3.5	N	56.4	151	* 2.33	5.43	4.38	5.53 5.33	11.50 AM					
12.11 PM	1.50	* 1.30	* 10.36	* 9.49	OZ.....	GROUSE	4.4	N	52.9	80	* 2.26	* 5.35	* 4.27	5.16	11.22					
12.37	2.15 2.20	1.41	* 10.44	* 9.56	ST.....	STEELE	2.3	N	48.5	160	* 2.20	5.27	f 4.20	5.02	10.44 10.39					
12.55	2.31	* 1.48	* 10.49	* 10.00	RK.....	RANKIN	5.2	N	45.7	80	* 2.15	* 5.21	* 4.16	4.50	10.24					
1.29	2.47	* 1.59	* 10.56	* 10.07	GV.....	GENEVA	2.7	N	40.5	80	* 2.07	* 5.10	* 4.09	4.33	10.08					
1.59 2.17	2.56	2.07	* 11.01	* 10.12	DR.....	DRISCOLL	5.2	N	37.5	160	* 2.02	f 5.05	f 4.05	4.23	9.58					
2.39	3.12	* 2.17	* 11.08	* 10.18	AR.....	ANGORA	2.0	N	32.6	80	* 1.53	* 4.56	* 3.58	4.08	9.37					
2.55	3.20	f 2.23	* 11.18	* 10.22	SG.....	STERLING	6.2	N	30.0	140	* 1.50	f 4.51	* 3.58	3.58	9.25					
3.30	3.37 3.42	2.38	* 11.23	* 10.32	MZ.....	McKENZIE	5.2	N	23.8	80	* 1.38	f 4.38	* 3.42	3.30	8.57					
3.55	3.59	f 2.50	* 11.32	* 10.41	BU.....	BURLEIGH	5.3	N	18.6	100	* 1.28	f 4.28	* 3.32	3.15	8.32					
4.13 4.18	4.16	* 3.02	* 11.40	* 10.47	AQ.....	APPLE CREEK	2.6	N	13.3	80	* 1.20	* 4.18	* 3.22	3.02 2.57	8.10					
4.30	4.26	* 3.09	* 11.45	* 10.51	PR.....	PIERCE	4.9	N	10.7	80	* 1.15	* 4.18	* 3.17	2.35	7.55					
5.00 5.30	4.45	3.22	11.55 AM	10.58	BI.....	BISMARCK	5.8	N	5.8	145	1.07	4.03	3.08	2.15	7.35 6.55					
6.00 PM	5.25 AM	3.45 PM	12.15 PM	11.20 PM	A.....	MANDAN	0.0	N	0.0	450	12.50 AM	3.45 PM	2.50 AM	1.50 PM	6.30 AM					
Except Sunday	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Except Sunday				
10.30	6.25	4.20	3.15	3.08Time over District.....							3.15	3.40	3.45	7.10	10.00				
10.2	6.25	24.6	32.8	34.0Average Speed per Hour.....							32.8	29.1	28.4	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.

Deraill 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.

BOUND JAMES RIVER AND OAKES BRANCHES EAST BOUND

Table with columns for First Class Trains (9), Passenger, Station Numbers, Distance from Jamestown, Time Table No. 27A (September 8th, 1907), Stations, Distance from Oakes, Capacity of Side Tracks, First Class Trains (10), and 3rd Class Trains (70). Includes stations like Jamestown, Reeves, Ypsilanti, Montpelier, Adrian, Dickey, Grand Rapids, and La Moure.

See Current Time Table of the Fargo Division.

Table with columns for time intervals (e.g., 3.30 AM, 3.10 PM) and station numbers (e.g., DA 83, DD 62, DD 60, WY, DD 88). Includes 'Time Over District' and 'Average Speed per Hour'.

REGISTERING STATIONS—Jamestown, La Moure, Oakes Junction and Oakes. BULLETIN STATIONS—Jamestown, La Moure and Oakes. STANDARD CLOCK—Jamestown. The switches at Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch, Fargo Div. No. 69 has right over No. 70. Between La Moure and Oakes Jet, train and engine men will be governed by Fargo Division Time Table and orders and special instructions from the Superintendent of the Fargo Division.

WEST BOUND

Table with columns for Third Class Trains (155, 147), First Class (135), Station Numbers, Distance from Jamestown, and time intervals (e.g., 7.00 AM, 7.25, 7.50, 8.17, 8.40, 9.05, 9.40, 10.10, 10.35, 1.04, 1.29, 2.15, 2.36, 3.14, 4.00, 4.20, 5.00 PM, 10.00, 10.9). Includes 'Except Sunday' and 'Average Speed per Hour'.

DEVILS LAKE BRANCH

Table with columns for First Class (138), Third Class Trains (146, 156), Station Numbers, Distance from Jamestown, Time Table No. 27A (September 8th, 1907), Stations, Distance from Turtle Lake, Capacity of Side Tracks, and time intervals (e.g., 3.16, 2.58, 2.36, 2.18, 2.00, 1.35, 1.05, 12.40, 12.20, 12.03 PM, 11.51 AM, 11.30, 11.20, 11.02, 10.40, 10.15 AM, 5.20, 20.4). Includes 'Except Sunday' and 'Average Speed per Hour'.

WEST BOUND

OBERON BRANCH

EAST BOUND

Table with columns for Second Class Trains (145), Mixed, Station Numbers, Distance from Oberon, Time Table No. 27A (September 8th, 1907), Stations, Distance from Esmond, Capacity of Side Tracks, Second Class Trains (148), Mixed, and time intervals (e.g., 3.30 PM, 3.50, 4.10, 4.40, 5.00, 5.15, 5.30 PM, 2.00, 13.8). Includes 'Except Sunday' and 'Average Speed per Hour'.

REGISTERING AND BULLETIN STATIONS—Oberon and Esmond. STANDARD CLOCK—Jamestown. Junction Switch at Oberon must be set and locked for D. L. Branch. Detail switches must be left set and locked for derail when not in use.

WEST BOUND

SYKESTON BRANCH

EAST BOUND

Table with columns for Second Class Trains (157), First Class (165), Station Numbers, Distance from Carrington, Time Table No. 27A (September 8th, 1907), Stations, Distance from Turtle Lake, Capacity of Side Tracks, First Class (168), Second Class Trains (158), and time intervals (e.g., 7.30 AM, 2.00 PM, 7.55, 8.35, 9.05, 9.40, 10.00, 10.20, 10.48, 11.40 AM, 12.30 PM, 1.30, 2.20, 3.30 PM, 8.00, 10.5). Includes 'Except Sunday' and 'Average Speed per Hour'.

REGISTERING STATIONS—Jamestown, Carrington, Oberon, Leeds and Turtle Lake. BULLETIN STATIONS—Jamestown, Carrington, Leeds and Turtle Lake. STANDARD CLOCK—Jamestown. Devils Lake Branch trains will protect themselves against Main Line trains between Devils Lake Junction and the passenger depot at Jamestown.

Sykeston Branch trains will protect themselves against Devils Lake Branch Line trains between "Wye" switch and Carrington. Except Devils Lake Branch freight trains will keep clear of trains 163 and 168.

WEST BOUND		LINTON BRANCH			EAST BOUND		
2ND CLASS TRAINS	Water, Coal, Staples, Ties and Wyes	Station Numbers	Distance from McKenzie	TIME TABLE No. 27A. SEPTEMBER 8th, 1907. Succeeding No. 27.	Distance from Linton	Capacity of Side Tracks	2ND CLASS TRAINS
175				STATIONS			174
MIXED				Telephone Offices and Calls.			MIXED
Ex. Sunday				.....McKENZIE..... D	44.7	109	Ex. Sunday
10.00 AM	WCY	492	0.0	1 ring 6.0			3.30 PM
9.35		DK 7	6.0	.....BURDICK.....	37.8	20	3.55
9.15		DK 13	12.0	.....BESSOBA.....	31.8	24	4.15
8.30	W	DK 23	27.8	.....HAZELTON..... D	16.0	38	5.15
7.55		DK 37	30.7	2 rings 8.0	8.0	24	5.50
7.30 AM	WCY	DK 45	44.7	.....LINTON..... D	0.0	04	6.30 PM
3 rings							
Ex. Sunday							Ex. Sunday
2.30				.....Time Over District.....			3.00
17.8				.....Average Speed per Hour.....			14.0

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 98½ Miles.
- Bismarck Military Spur 99½ Miles.
- Bismarck Water Works Spur 102¾ Miles.

DEVILS LAKE BRANCH.

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

**LOCATION OF DERAIL SWITCHES.
DAKOTA DIVISION.**

MAIN LINE.

STATION.	TRACK.	WHERE LOCATED
Eldridge.....	House track.....	Both ends.
Windsor.....	House track.....	Both ends.
Cleveland.....	Elevator track.....	West end.
Medina.....	House track.....	Both ends.
Dawson.....	House track.....	West end.
Steele.....	House track.....	Both ends.
Geneva.....	House track.....	Both ends.
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,
Brainerd. | DR. J. R. McKENZIE, Carrington (S). | DR. O. W. McCLUSKEY, Cleveland. |
| DR. J. A. RANKIN, Jamestown (S).
—Jamestown, Tool Car (S). | DR. C. McLACHLAN, New Rockford. | DR. G. B. TODD, Medina. |
| DR. G. R. RIBBLE, La Moure. | DR. W. M. BARTLEY, Sheyenne. | DR. T. S. PRYSE, Dawson. |
| DR. H. P. BOARDMAN, Oakes (S). | DR. JOHN CRAWFORD, Esmond. | DR. W. L. GORDON, Steele. |
| | DR. C. E. McREYNOLDS, Goodrich. | DR. F. R. SMYTH, Bismarck (S). |
| | DR. J. W. WARREN, Leeds (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.

F. L. BIRDSALL,
Train Master.

S. A. WILDER,
Train Master.

W. G. HOWLAND,
Chief Dispatcher.