

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 28 TABLE

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

SUNDAY, JANUARY 26th, 1908.

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.

GEORGE T. SLADE,
General Manager.

F. W. GILBERT,
General Superintendent.

I. B. RICHARDS,
Superintendent of 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. 28. JANUARY 26th, 1908. Succeeding No. 27A. STATIONS		Distance from Mandan	Capacity of Passing Tracks	FIRST CLASS TRAINS			THIRD CLASS TRAINS	
61		53	51	5	3	1	2				4	6			54	62			
WAY FREIGHT		FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER				JY.....JAMESTOWN.....N				PASSENGER	PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT	
Except Sunday		Daily	Daily	Daily	Daily	Daily				4.0				Daily	Daily	Daily	Daily	Except Sunday	
7.30 AM		11.00 PM	12.30 AM	11.15 AM	9.00 AM	8.12 PM	WC STY	409	0.0			106.7	650	4.05 AM	7.30 PM	6.20 AM	4.30 PM	6.00 PM	
7.53		11.20	12.49	* 11.27	* 9.13	* 8.25		414	4.6	BX.....BERNER.....N	2.4	102.1	80	* 3.50	* 7.10	* 6.00	4.06	5.31	
8.05		11.30	12.59	f 11.33	* 9.19	* 8.31		416	7.0	EG.....ELDRIDGE.....N	5.4	99.7	100	* 3.46	* 7.06	f 5.54	3.55	5.19	
8.38		11.48 PM	1.20	* 11.46	* 9.28	* 8.42		421	12.4	OG.....OSWEGO.....N	3.8	94.3	80	* 3.37	* 6.57	* 5.43	3.30	4.46	
8.50		12.05 AM	1.35	f 11.55 AM	* 9.38	* 8.52	W	425	16.2	WR.....WINDSOR.....N	3.9	90.5	153	* 3.31	* 6.50	f 5.35	3.10	4.24	
9.08		12.14	1.44	12.02 PM	* 9.43	* 8.58		429	20.1	CD.....CLEVELAND.....D	5.2	86.8	80	* 3.23	6.43	f 5.27	2.50	4.01	
9.30		12.27	1.55	* 12.11	* 9.50	* 9.04		434	25.3	.....DON.....	3.3	81.4	80	* 3.15	* 6.32	* 5.18	2.25	3.30
9.50 10.05		12.36	2.03	12.17	* 9.55	* 9.09	W	438	28.6	MD.....MEDINA.....N	2.5	78.1	160	* 3.09	6.26	f 5.10	2.06	3.10	
10.30		12.42	2.08	* 12.21	* 9.59	* 9.12		440	31.1	.....SOUTHDOWN.....	6.2	73.4	80	* 3.04	* 6.21	* 5.04	1.55	2.55
10.55		12.58	2.21	f 12.31	* 10.07	* 9.20	W	440	37.3	CS.....CRYSTAL SPRINGS.....N	4.0	69.4	100	* 2.54	* 6.09	f 4.52	1.25	2.20	
11.18		1.07	2.30	* 12.38	* 10.12	* 9.25		450	41.3	.....LADOGA.....	3.5	65.4	80	* 2.48	* 6.01	* 4.45	1.08	1.55
11.37 AM		1.15	2.37 2.42	f 12.45	* 10.17	* 9.30		454	44.8	TP.....TAPPEN.....D	5.5	61.9	80	* 2.42	* 5.53	f 4.38	12.45 12.40	1.34	
12.10 PM		1.30	3.10	1.00	* 10.29	* 9.43	WC	459	50.3	DO.....DAWSON.....N	3.5	56.4	151	* 2.33	5.43	4.28	12.10 PM	1.00 12.55	
12.40		1.50	3.25	* 1.08	* 10.36	* 9.49		463	53.8	.....GROUSE.....	4.4	52.9	80	* 2.26	* 5.35	* 4.17	11.57 AM	12.40
12.57		2.15 2.20	3.47	1.19	f 10.44	* 9.56		467	58.2	ST.....STEELE.....N	2.8	48.5	160	* 2.20	5.27	f 4.10	11.41	12.21	
1.07		2.28	4.01 4.06	* 1.25	* 10.49	* 10.00		470	61.0	.....RANKIN.....	5.2	45.7	80	* 2.15	* 5.21	* 4.06	11.30	12.11 PM
1.26		2.42	4.25	* 1.37	* 10.56	* 10.07		474	66.2	.....GENEVA.....	2.7	40.5	80	* 2.07	* 5.10	* 3.59	11.12	11.53 AM
1.39 1.54		2.49	4.33	1.44	* 11.01	* 10.12		478	68.9	DR.....DRISCOLL.....D	5.2	37.5	160	* 2.02	f 5.05	f 3.55	11.01 10.56	11.43	
2.23		3.02	4.49	* 1.56	* 11.08	* 10.18		483	74.1	.....ANGORA.....	2.6	32.6	80	* 1.53	* 4.56	* 3.48	10.36	11.24
2.35		3.09	4.58	f 2.02	* 11.13	* 10.22	W	486	76.7	SG.....STERLING.....N	6.2	30.0	140	* 1.50	f 4.51	* 3.43	10.27	11.13 11.00	
3.12		3.27 3.32	5.20	2.17	* 11.28	* 10.32	WY	492	82.9	MZ.....MCKENZIE.....D	5.2	23.8	80	* 1.38	f 4.38	* 3.32	10.08	10.29	
3.41		3.54	5.36	f 2.30	* 11.32	* 10.41		497	88.1	BU.....BURLEIGH.....D	5.3	18.6	160	* 1.28	f 4.28	* 3.22	9.43	10.05	
4.12 4.18		4.15	5.55	* 2.43	* 11.40	* 10.47		506	93.4	.....APPLE CREEK.....	2.6	13.3	80	* 1.20	* 4.18	* 3.12	9.24	9.40
4.30		4.25	6.08	* 2.48	* 11.45	* 10.51		508	96.0	.....PIERCE.....	4.9	10.7	80	* 1.15	* 4.13	* 3.07	9.14	9.27
5.00 5.30		4.45	6.20	3.00	11.55 AM	10.58	W	510	100.9	BI.....BISMARCK.....N	5.8	5.8	145	1.07	4.03	2.58	8.55	9.05 8.20	
6.00 PM		5.25 AM	6.55 AM	3.20 PM	12.15 PM	11.20 PM	WC STY	515	103.7	A.....MANDAN.....N		0.0	450	12.50 AM	3.45 PM	2.40 AM	8.30 AM	8.00 AM	
Except Sunday		Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Except Sunday	
10.30		6.25	6.25	4.05	3.15	3.08				.....Time over District.....				3.15	3.45	3.40	8.00	10.00
10.2		16.6	16.6	26.1	32.8	34.0				.....Average Speed per Hour.....				32.8	28.5	29.1	13.3	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: Windso 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.

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.
 Deraill switch on east end Windsor passing track to be set and locked for derail only when cars left on this track. All other deraill switches to be set and locked for derail at all times when not in use.

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										JAMES RIVER AND OAKES BRANCHES										EAST BOUND									
THIRD CLASS TRAINS					FIRST CLASS TRAINS					TIME TABLE No. 28. JANUARY 26th, 1908. Succeeding No. 27B.					THIRD CLASS TRAINS					THIRD CLASS TRAINS									
63		69			9			10		70			64			138		156											
FREIGHT		FREIGHT			PASSENGER			PASSENGER		FREIGHT			FREIGHT			PASSENGER		FREIGHT											
Except Sunday		Tues., Thurs. & Sat.			Except Sunday			Except Sunday		Mon., Wed. & Fri.			Except Sunday			Except Sunday		Except Sunday											
6.40 PM		6.10			5.30 PM			9.30 AM		12.50 PM			9.30 AM			8.35 PM		5.00 PM											
6.10		5.40			5.08			9.51		1.25			9.51			8.16		4.33											
5.40		5.10			4.45			10.09		1.56			10.09			2.58		4.03											
5.10		4.40			4.27			10.27		2.28			10.27			2.36		3.32											
4.40		4.14			4.06			10.48		3.07			10.48			2.18		3.05											
4.14		3.88			3.48			11.06		3.43			11.06			2.00		2.37											
3.88		3.10 PM			3.31			11.30		4.26			11.30			1.35		2.00											
3.10 PM		3.00 PM			3.00 PM			11.55 AM		5.00 PM			11.55 AM			1.05†		12.50											

WEST BOUND										DEVILS LAKE BRANCH										EAST BOUND									
THIRD CLASS TRAINS					FIRST CLASS					TIME TABLE No. 28. JANUARY 26th, 1908. Succeeding No. 27A.					THIRD CLASS TRAINS					THIRD CLASS TRAINS									
155		135			138			156		168		158			168		158												
FREIGHT		PASSENGER			PASSENGER			PASSENGER			PASSENGER			PASSENGER		FREIGHT													
Except Sunday		Except Sunday			Except Sunday			Except Sunday			Except Sunday			Except Sunday		Except Sunday													
7.00 AM		11.30 AM			8.35 PM			8.35 PM			8.35 PM			8.35 PM		5.00 PM													
7.25		11.48 AM			8.16			8.16			8.16			8.16		4.33													
7.50		12.06 PM			2.58			2.58			2.58			2.58		4.03													
8.17		12.26			2.36			2.36			2.36			2.36		3.32													
8.40		12.44			2.18			2.18			2.18			2.18		3.05													
9.05		1.00			2.00			2.00			2.00			2.00		2.37													
9.40		1.25			1.35			1.35			1.35			1.35		2.00													
10.25		1.37			1.05†			1.05†			1.05†			1.05†		12.50													
10.46		1.48			12.50			12.50			12.50			12.50		12.32													
11.30 AM 12.30 PM		2.09			12.40			12.40			12.40			12.40		12.18 PM													
1.00		2.27			12.20			12.20			12.20			12.20		11.45 AM 11.00													
1.24		2.40			12.08 PM			12.08 PM			12.08 PM			12.08 PM		10.30													
2.05		3.05			11.51 AM			11.51 AM			11.51 AM			11.51 AM		10.10													
2.21		3.16			11.30			11.30			11.30			11.30		9.35													
2.55		3.36			11.20			11.20			11.20			11.20		9.17													
3.35		4.05			11.02			11.02			11.02			11.02		8.48													
4.20 PM		4.35 PM			10.40			10.40			10.40			10.40		8.10													
Except Sunday		Except Sunday			10.15 AM			10.15 AM			10.15 AM			10.15 AM		7.30 AM													
9.20		5.05			10.00			10.00			10.00			10.00		7.00 AM													
11.6		21.3			5.20			5.20			5.20			5.20		9.30													
Average Speed per Hour		Average Speed per Hour			20.4			20.4			20.4			20.4		11.4													

WEST BOUND										OBERON BRANCH										EAST BOUND									
SECOND CLASS TRAINS					TIME TABLE No. 28. JANUARY 26th, 1908. Succeeding No. 27A.					SECOND CLASS TRAINS					SECOND CLASS TRAINS														
145		148			148			148		148			148		148														
MIXED		MIXED			MIXED			MIXED		MIXED			MIXED		MIXED														
Except Sunday		Except Sunday			Except Sunday			Except Sunday		Except Sunday			Except Sunday		Except Sunday														
3.30 PM		11.15 AM			11.15 AM			11.15 AM		11.15 AM			11.15 AM		11.15 AM														
3.40		10.50			10.50			10.50		10.50			10.50		10.50														
4.00		10.25			10.25			10.25		10.25			10.25		10.25														
4.30		9.55			9.55			9.55		9.55			9.55		9.55														
4.50		9.10			9.10			9.10		9.10			9.10		9.10														
5.05		8.50			8.50			8.50		8.50			8.50		8.50														
5.20 PM		8.30 AM			8.30 AM			8.30 AM		8.30 AM			8.30 AM		8.30 AM														
Except Sunday		Except Sunday			Except Sunday			Except Sunday		Except Sunday			Except Sunday		Except Sunday														
2.00		2.45			2.45			2.45		2.45			2.45		2.45														
13.8		10.00			10.00			10.00		10.00			10.00		10.00														

WEST BOUND										SYKESTON BRANCH										EAST BOUND									
SECOND CLASS TRAINS					TIME TABLE No. 28. JANUARY 26th, 1908. Succeeding No. 27A.					SECOND CLASS TRAINS					SECOND CLASS TRAINS														
157		165			168			158		168		158			168		158												
FREIGHT		PASSENGER			PASSENGER			PASSENGER		PASSENGER			PASSENGER		FREIGHT														
Except Sunday		Except Sunday			Except Sunday			Except Sunday		Except Sunday			Except Sunday		Except Sunday														
7.30 AM		2.00 PM			12.35 PM			12.35 PM		12.35 PM			12.35 PM		4.00 PM														
7.55		2.20			12.13 PM			12.13 PM		12.13 PM			12.13 PM		3.15														
8.35		2.32			11.58 AM			11.58 AM		11.58 AM			11.58 AM		2.32														
9.05		2.50			11.38			11.38			11.38			11.38		1.50													
9.40		3.10			11.15			11.15			11.15			11.15		1.25													
10.00		3.28			11.02			11.02			11.02			11.02		1.00													
10.20 10.48		3.37			10.48			10.48			10.48			10.48		12.30 PM													
11.40 AM		4.07			10.18			10.18			10.18			10.18		11.40 AM													
12.30 PM		4.25			10.00			10.00			10.00			10.00		10.45													
1.30		5.10			9.10			9.10			9.10			9.10		9.35													
2.20		5.50			8.30			8.30			8.30			8.30		8.45													
3.30 PM		6.30 PM			8.00 AM			8.00 AM			8.00 AM			8.00 AM		8.10 AM													
Except Sunday		Except Sunday			Except Sunday			Except Sunday		Except Sunday			Except Sunday		Except Sunday														
8.00		4.30			4.35			4.35		4.35			4.35		7.50														
10.5		18.7			18.4			18.4		18.4			18.4		10.8														
Average Speed per Hour		Average Speed per Hour			18.4			18.4			18.4			18.4		10.8													

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

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 165 and 168.

WEST BOUND		LINTON BRANCH		EAST BOUND		
2ND CLASS TRAINS		TIME TABLE No. 28. JANUARY 26, 1908. Succeeding No. 27A.		2ND CLASS TRAINS		
175		STATIONS		174		
MIXED		Telephone Offices and Calls.		MIXED		
Ex. Sunday				Ex. Sunday		
10.00 AM	WCY	402	0.0	.....McKENZIE..... D 1 ring 0.0	44.7 100	4.50 PM
9.35		DK 7	0.9	.....BURDICK..... 0.0	37.8 20	5.10
9.15		PK 13	12.0	.....BESSOBA..... 14.0	31.8 24	5.30
8.30	W	DK 28	27.8	.....HAZELTON..... D 2 rings 8.0	16.9 38	6.15
7.55		DK 37	30.7	.....BROFV..... 3.0	8.0 24	6.50
7.30 AM	WCY	DK 45	44.7	.....LINTON..... D 3 rings	0.0 04	7.20 PM
Ex. Sunday						Ex. Sunday
2.30				.....Time Over District.....		2.30
17.8				.....Average Speed per Hour.....		17.8

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.)

LOCATION OF DERAIL SWITCHES.
DAKOTA DIVISION.

MAIN LINE.

STATION.	TRACK.	WHERE LOCATED
Eldridge.....	House track.....	Both ends.
Windsor.....	House track.....	Both ends.
Windsor.....	North passing track.....	East end.
Cleveland.....	Elevator track.....	West end.
Medina.....	House track.....	Both ends.
Crystal Springs.....	House track.....	East end.
Dawson.....	House track.....	West end.
Steele.....	House track.....	Both ends.
Driscoll.....	House track.....	East end.
Sterling.....	House track.....	Both ends.
McKenzie.....	Stock yard track.....	East end.
Burleigh.....	House track.....	East end.
Apple Creek.....	House track.....	East end.
Bismarck.....	Soo Transfer.....	East end.
Bismarck.....	Water Works Spur.....	West 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. F. E. HILLIS, 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.

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.

F. L. BIRDSALL,
Train Master.

W. G. HOWLAND,
Chief Dispatcher.