

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 32 TABLE

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

SUNDAY, AUGUST 14, 1910

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.

G. A. GOODELL,
General Manager.

E. C. BLANCHARD,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

A. M. BURT,
Superintendent.

WEST BOUND

DAKOTA DIVISION

EAST BOUND

Table with columns for Train Class (Third, Second, First), Station, Time, and Distance. Includes 'Time Table No. 32' and 'STATIONS' section with telegraph offices and calls.

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 must be 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.

Maximum speed of passenger trains is one minute or 60 seconds per mile. This limit must never be exceeded.

All trains will slow to 20 miles per hour around first curve east of Missouri River Bridge.

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.

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

No. 8 will take siding for No. 7.

Nos. 779 and 780 will carry passengers.

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.

REGISTER TICKETS. Form No. 608.

Conductors of all trains (except passenger trains) will leave with operator of each open telegraph office between Berner and Bismarck (both inclusive, except Berner east bound) two register tickets properly filled out (including the time).

Operators must be watching for them, check time shown and correct if wrong, and report to Superintendent by wire any failure to leave them.

For light engines operators will fill out the register tickets.

Engineers of freight trains and light engines will secure one of these tickets from the operator, and if ticket is not furnished they will report by wire from the next open telegraph office.

At Bismarck, if the operator is not out to deliver register tickets, all freight trains and light engines will stop and secure same, and at other points light engines will stop and secure ticket if operator is not out.

Operator will file one copy of the tickets.

If operators are unable to find blanks thrown off by conductors, they will fill one out and hand to the engine crew of the following train. When an operator is absent for meals, a white marker with the letter "C" on it will be exposed to notify trains that the office is closed. Operators going on duty will furnish first train passing a blank reading "No train by since open at... M." time

WEST BOUND JAMES RIVER AND OAKES BRANCHES EAST BOUND

Table with columns for Third Class Trains (787, 135), First Class Trains (136, 788), and Time Table No. 32. Includes stations like Jamestown, Reevess, Ypsilanti, Montpelier, Adrian, Dickey, Grand Rapids, and La Moure.

Table with columns for Third Class Trains (9.00 AM, 8.00 PM), First Class Trains (2.40, 2.20 PM), and Time Table No. 32. Includes stations like Oakes Junction, Glover, and Oakes.

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.

WEST BOUND DEVILS LAKE BRANCH EAST BOUND

Table with columns for Third Class Train (781), First Class (131), and Time Table No. 32. Includes stations like Jamestown, Parkhurst, Buchanan, Pingree, Edmunds, Melville, Carrington, Guptill, Barlow, New Rockford, Divide, Sheyenne, Oberon, Lallie, Minnewaukan, Brinsmade, and Leeds.

WEST BOUND OBERON BRANCH EAST BOUND

Table with columns for Second Class Trains (463, 464) and Time Table No. 32. Includes stations like Oberon, Genin, Flora, Maddock, Hesper, Pendennis, and Esmond.

REGISTERING AND BULLETIN STATIONS—Oberon and Esmond. STANDARD CLOCK—Jamestown and Carrington. 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.

WEST BOUND SYKESTON BRANCH EAST BOUND

Table with columns for Third Class Trains (785, 133), First Class (134, 786), and Time Table No. 32. Includes stations like Carrington, Dover, Sykeston, Heaton, Bowdon, Chaseley, Hurdsfield, Goodrich, Denhoff, McClusky, Mercer, and Turtle Lake.

REGISTERING STATIONS—Jamestown, Carrington, Oberon, Leeds and Turtle Lake. BULLETIN STATIONS—Jamestown, Carrington, Leeds and Turtle Lake. STANDARD CLOCK—Jamestown and Carrington. 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 133 and 134. Nos. 781, 782, 785 and 786 will carry passengers.

WEST BOUND		LINTON BRANCH			EAST BOUND	
2ND CLASS TRAINS	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from McKenzie	TIME TABLE No. 32. August 14, 1910. Succeeding No. 31B.		2ND CLASS TRAINS
465				STATIONS	Distance from Linton	Capacity of Side Tracks	466
MIXED				Telephone Offices and Calls.		MIXED
Ex. Sunday						Ex. Sunday
10.15 AM	WCY	492	0.0	.....McKENZIE..... D	44.7 161	3.45 PM
9.45		DK 7	0.9	.....BURDICK.....	37.8 20	4.05
F 9.25		DK 11	11.6	.....MOFFITT.....	33.1 No Siding	F 4.20
9.20		DK 13	12.9	.....BESSOBA.....	31.8 24	4.25
F 8.55		DK19	19.7	.....DANA.....	25.0 Spur S	F 4.45
8.30	W	DK 28	27.8	.....HAZELTON..... D	16.9 38	5.10
7.45		DK 37	36.7	.....TEMPLETONVILLE.....	8.0 24	5.45
7.15 AM	WCY	DK 45	44.7	.....LINTON..... D	0.0 94	6.15 PM
Ex. Sunday						Ex. Sunday
3.00				.....Time Over District.....		2.30
14.9				.....Average Speed per Hour.....		17.8

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.....	West end.
Bismarck.....	Water Works Spur.....	West end.

BRANCH LINES.

Devils Lake Branch.

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

LAP SIDINGS.

Lap Sidings are located at the following points:

- Eldridge, Steele,
- Windsor, Driscoll,
- Medina, Sterling,
- Crystal Springs, Burleigh,
- Ladoga,

When trains meet at these points, Rule No. 286 is modified to the extent that inferior trains will head in at the lap.

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHERS (S).

- DR. W. COURTNEY, Chief Surgeon, Brainerd.
- DR. F. B. LODGE, Steele.
- DR. O. W. McCLUSKY, Carrington (S).
- DR. W. A. GERRISH, Jamestown (S).
- DR. F. R. SMYTH, Bismarck (S).
- DR. C. McLACHLAN, New Rockford.
- Jamestown, Tool Car (S).
- DR. H. O. ALTNOW, Mandan (S).
- DR. W. M. BARTLEY, Sheyenne.
- Jamestown, Store Room (S).
- DR. R. R. HOGUE, Linton.
- DR. J. W. WARREN, Leeds (S).
- DR. G. D. TODD, Medina.
- DR. F. E. HILLIS, La Moure.
- DR. JOHN CRAWFORD, Esmond.
- DR. T. S. PRYSE, Dawson.
- DR. T. MAERCHLEIN, Oakes (S).
- DR. C. E. McREYNOLDS, Goodrich.
- DR. E. L. PAULSON, Turtle Lake

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 physician. 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

S. A. WILDER,
Train Master.

W. G. HOWLAND,
Chief Dispatcher.

TONNAGE RATING—FREIGHT ENGINES

DISTRICTS.	ENGINES.								DISTRICTS.	ENGINES.							
	Class D 3		Class S 10		Class R		Class T			Class D 3		Class S 10		Class R		Class T	
	Maximum 65 Cars		Maximum 70 Cars		Maximum 75 Cars		Maximum 75 Cars			Maximum 65 Cars		Maximum 70 Cars		Maximum 75 Cars		Maximum 75 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars		Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Main Line—West Bound.																	
Jamestown to Windsor.....	1450	36	1650	41	1770	44	1800	45	Oberon Branch—West Bound.								
Windsor to Mandan.....	1085	27	1615	40	1920	48	2000	50	Oberon to Maddock.....	1280	32	1910	48	2265	56	.....
									Maddock to Esmond.....	820	21	1225	31	1460	37
Main Line—East Bound.									Oberon Branch—East Bound.								
Mandan to Windsor.....	1085	27	1615	40	1920	48	2000	50	Esmond to Maddock.....	820	21	1225	31	1460	37	.....
Windsor to Jamestown.....	1600	40	2200	55	2600	65	2800	70	Maddock to Oberon.....	1410	35	2100	52	2485	62	.....
									J. R. & O. Branch—West Bound.								
Devils Lake Branch—West Bound.									Oakes to Oakes Jct.....	820	21	1225	31	1460	37
Jamestown to Edmunds.....	590	15	885	22	1055	26	.....	Oakes Jct. to LaMoure.....	1560	39	2320	58	2750	69	.....	.....
Edmunds to New Rockford.....	1085	27	1615	40	1920	48	.....	LaMoure to Jamestown.....	1085	27	1615	40	1920	48	.....	.....
New Rockford to Leeds.....	590	15	885	22	1055	26	.....									
									J. R. & O. Branch—East Bound.								
Devils Lake Branch—East Bound.									Jamestown to LaMoure.....	1175	29	1750	44	2080	52
Leeds to Divide.....	590	15	885	22	1055	26	.....	LaMoure to Oakes Jct.....	725	18	1090	27	1300	33	.....	.....
Divide to Jamestown.....	1280	32	1710	43	2265	56	.....	Oakes Jct. to Oakes.....	1560	39	2320	58	2750	69	.....	.....
									Linton Branch—West Bound.								
Sykeston Branch—West Bound.									Linton to Hazelton.....	590	15	885	22	1055	26
Carrington to Sykeston.....	1085	27	1615	40	1920	48	.....	Hazelton to McKenzie.....	1410	35	2100	52	2485	62	.....	.....
Sykeston to Turtle Lake.....	725	18	1090	27	1300	32	.....									
									Linton Branch—East Bound.								
Sykeston Branch—East Bound.									McKenzie to Linton.....	490	12	735	18	885	22
Turtle Lake to Denhoff.....	650	16	975	24	1165	29	.....									
Denhoff to Bowdon.....	820	21	1225	31	1460	37	.....									
Bowdon to Carrington.....	1410	35	2100	52	2485	62	.....									

Above rating is based on trains consisting of loads only, and rating is calculated for an average speed of ten miles per hour.

On Main Line for each car added to the number specified above, deduct 20 tons from rating of engine; for each car less than the number specified above, add 20 tons to rating of engine. On Branch Lines add or deduct 10 tons per car.

In figuring tonnage of the car, less than 1,000 pounds will not be counted; 1,000 pounds or more will be counted one ton.

To secure full 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 condition, except that for temperature alone, the following rule will be applied by all concerned:

Reduce rating:—10 per cent between 30 and 10 above zero; 15 per cent between 10 above and 10 below zero; 25 per cent when temperature is below 10 below zero.

When engines are unable to haul the rating, engineers will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the engineer 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-9" 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.

Maximum tonnage for Main Line Local Freight Trains will be 20 per cent less than tonnage for Through Freights.

Tonnage for Fast Freights and Stock Trains will be regulated by bulletin or special instructions from dispatchers.

