

# NORTHERN PACIFIC RAILWAY COMPANY.

## DAKOTA DIVISION

# TIME 36 TABLE

**In Effect at 12:01 A. M. Central or 90th Meridian Time.**

**(Except Missouri River and Western Dakota Lines)**

**Mountain or 105th Meridian Time for Missouri River and Western Dakota Lines**

**MONDAY, JANUARY 1st, 1912.**

**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.

**F. L. BIRDSALL,**  
Superintendent.

WESTWARD

FIRST SUB-DIVISION  
(MAIN LINE).

EASTWARD

THIRD CLASS				SECOND CLASS				FIRST CLASS				Water, Fuel, Spikes, Turntables and Ways	Station Numbers	Distance from Jamestown	Time Table No. 36. JANUARY 1, 1912. Succeeding No. 85.				Distance from Mandan	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS			
779		467		605		603		7		5					3		1				STATIONS				468		602		780	
WAY FREIGHT		MIXED		FREIGHT		FREIGHT		PASSENGER		PASSENGER					PASSENGER		PASSENGER				Telegraph Offices and Calls.				MIXED		FREIGHT		WAY FREIGHT	
Except Sunday		Except Sunday		Daily		Daily		Daily		Daily		Daily		Daily						Except Sunday		Daily		Except Sunday						
L 6 30 AM				L 4.30 AM	L 9.40 AM			L 11.30 AM	L 7.00 PM	L 8.45 AM	L 8.05 PM			JY.....JAMESTOWN	DN	107.3	980	As 10.28 PM	As 1.03 PM	As 6.05 AM	As 5.55 PM		A 10.25 AM	A 5.00 PM						
6.45				4.48	10 05			11.41	7.09	8.55	8.14			BX.....BERNER	N	102.8	73	10.14	12.51	5.50	5.40		10 05	4.45						
s 6.55				4.57	10 13			s 11.45	7.12	8.59	8.17			EG.....ELDRIDGE	D	100.3	134	10.10	12.47	5.46	s 5.35		9.50	s 4.85						
7.20				5.16	10.85			11.58 AM	7.20	9.08	8.25			.....OSWEGO	P	95.3	73	10.02	12.37	5.37	5.25		9.85	3.45						
s 7.40				5.31	11.00			s 12.10 PM	7.30	9.19	8.35	W	425	WR.....WINDSOR	DN	91.1	146	9.56	12.30	5.31	s 5.19		9.19	s 3.80						
s 8.00				5.50	11.15			s 12.20	7.35	9.24	8.41		429	CD.....CLEVELAND	D	87.3	73	9.50	12.20	5.28	s 5.08		8.58	s 3.10						
8.35				6.18	11.85 AM			12.29	7.41	9.32	8.48		434	.....DON	P	81.7	73	9.41	12.13	5.15	4.55		8.35	2.48						
s 9.10				6.35	12 07 PM			s 12.37	7.45	9.37	8.52	W	438	MD.....MEDINA	DN	78.6	136	9.34	12 07	5.08	s 4.48		8.05	s 2.25						
9.41				6.47	12.33			12.42	7.48	9.41	8.55		440	.....SOUTHDOWN	P	75.9	73	9.31	12.04 PM	5.04	4.41		7.50	2.12						
s 10.17				7.18	12 53			f 12 53	7.56	9.50	9.08		446	CS.....CRYSTAL SPRINGS	N	69.8	145	9.28	11.56 AM	4.54	f 4.31		7.18	s 1.40						
10.45				7.43	1.23			12.59	8.01	9.56	9.08		450	.....LADOGA	P	65.6	148	9.18	11.51	4.49	4.24		7.00	1.23						
s 11.10				8.01	1.40			s 1.05	8.05	10.01	9.13		454	TP.....TAPPEN	D	62.6	74	9.13	11.46	4.44	s 4.17		6.45	s 1.05						
s 11.37 AM				8.33	2.07			s 1.19	8.17	10.13	9.25	WO	459	DO.....DAWSON	DN	57.0	168	9.02	11.37	4.35	s 4.05		6.20	s 12.20 PM 4						
12.10 PM				8.51	2.30			1.25	8.23	10.18	9.30		463	.....SIFTON	P	54.1	73	8.52	11.26	4.28	3.47		6.08	11.05						
s 12.50				9.16	2.50			s 1.36	s 8.32	s 10.27	9.37		467	ST.....STEELE	DN	49.2	150	8.45	s 11.20	s 4.16	s 3.40		5.52	s 10.50						
1.24				9.33	3.00			1.40	8.40	10.31	9.41		470	.....RANKIN	P	46.3	73	8.40	11.15	4.12	3.33		5.43	10.31						
1.48				10 00	3 25			1.48	8.46	10.39	9.49		474	.....GENEVA	P	41.6	75	8.32	11.08	4.05	3 25		5.25	10.00						
s 2.16				10.15	3.45			s 1.55	8.50	10.45	9.53		478	DR.....DRISCOLL	D	38.4	146	8.28	11.03	4.01	s 3.20		5.15	s 9.45						
2.35				10.33	4.13			2.03	8.56	10.54	10.00		483	.....ANGORA	P	33.5	73	8.21	10.54	3.52	3.10		4.58	9.15						
s 3.05				10.46	4.30			s 2.09	8.59	11.01	10.04	W	486	SO.....STERLING	DN	30.8	132	8.17	10.51	3.48	s 3.05		4.50	s 9.00						
s 3.25				11.44 AM	5.05			s 2.20	9.07	11.10	10.12	WY	492	MZ.....McKENZIE	D	24.0	161	8.07	10.41	3.37	s 2.50		4.28	s 8.30						
s 3.46				12.07 PM	5.35			s 2.35	9.13	11.18	10.20		497	BU.....BURLEIGH	DN	18.6	146	8.00	10.33	3.29	s 2.35		4.11	s 8.08						
f 4.10				12.28	6.05			f 2.43	9.20	11.26	10.28		506	.....APPLE CREEK	P	13.4	74	7.52	10.26	3.21	f 2.25		3.54	f 7.47						
4.22				12.37	6.20			2.48	9.23	11.30	10.32		508	.....PIERCE	P	10.4	73	7.49	10.22	3.17	2.20		3.45	7.35						
s 4.45	L 7.15 AM			12.50	6.45			s 3.05	s 9.35	s 11.46 AM	s 10.45	W	510	BI.....BISMARCK	DN	5.8	145	s 7.43	s 10.14	s 3.10	s 2.10	A 6.10 PM	3.30	s 7.15						
A 5.30 PM	A 7.30 AM	A 1.30 PM	A 7.20 PM					As 3.20 PM	As 9.50 PM	As 12.01 PM	As 11.00 PM	WC OTY	515	A.....MANDAN	DN	0.0	450	L 7.30 PM	L 10.00 AM	L 2.55 AM	L 1.55 PM	L 5.50 PM	L 3.05 AM	L 6.40 AM						
Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Except Sunday	Daily	Except Sunday						
11.00	.15	9.00	9.40	3.50	2.50	3.16	2.55							Time Over Sub-division				2.58	3.03	3.10	4.00	.20	7.20	10.20						
9.8	23.2	11.9	11.5	28.	37.7	32.9	36.7							Average Speed per Hour				36.1	35.2	33.6	26.7	17.4	14.6	10.3						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
 MANUAL BLOCK—BETWEEN JAMESTOWN AND ELDRIDGE 6:30 a. m. to 6:30 p. m.; BETWEEN JAMESTOWN AND BERNER 6:30 p. m. to 6:30 a. m.

REGISTERING AND BULLETIN STATIONS—Jamestown and Mandan.

LAP SIDINGS—Eldridge, Windsor, Medina, Crystal Springs, Ladoga, Steele, Driscoll, Sterling and Burleigh. Trains taking sidings will head in at the lap.

STANDARD CLOCKS—Jamestown and Mandan.

DERAIL SWITCHES—Eldridge, house track, both ends; Windsor, house track, both ends; Windsor, north siding, east end; Cleveland, elevator track, west end; Medina, house track, both ends; Crystal Springs, house track, east end; Tappen, industry 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. Derail switch on east end Winsor siding to be set and locked for derail only when cars left on this track. All other derail switches to be set locked for derail at all times when not in use.

YARD LIMITS—Jamestown, Bismarck and Mandan.

Nos. 779 and 780 will carry male passengers.

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

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 engineman from rear end of train. Passenger trains will be governed by Rule 703.

HELPER DISTRICTS—Jamestown to Windsor; Mandan to Missouri River Bridge.

All trains will slow to 10 miles per hour around first curve east of Missouri River Bridge. Eastward passenger trains will use at least six minutes from Berner to Jamestown Coal Dock.

No. 2 will take siding for No. 5.

No. 8 will take siding for No. 7.

No. 3 will stop at McKenzie except Sunday.

WESTWARD				SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES)				EASTWARD								
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 36. JANUARY 1, 1912. Succeeding No. 85. STATIONS				Distance from Oakes	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
787 WAY FREIGHT		135 PASSENGER					136 PASSENGER		788 WAY FREIGHT							
Tu.,Thu.and Sat.		Except Sunday		WC OTY	409	0.0	JY.....JAMESTOWN.....DN	68.9	980	L 10.20 AM	L 8.00 AM					
A	2.00 PM	A	5.50 PM				7.2	.....REEVES.....	61.7	Spur 5	f 10.34	f 8.30				
f	1.30	f	5.28		DD 7	7.2	.....YPSILANTI.....D	56.0	95	s 10.48	s 9.00					
s	1.05	s	5.12		DD 13	12.9	.....MONTPELIER.....D	49.9	32	s 11.02	s 9.35					
s	12.35 PM	s	4.56		DD 19	19.0	.....ADRIAN.....D	42.5	22	s 11.20	s 10.25					
s	11.59 AM	s	4.37	W	DD 26	26.4	.....DICKEY.....D	36.3	74	s 11.35	s 11.05					
s	11.35 180	s	4.20		DD 33	32.6	.....GRAND RAPIDS.....D	27.7	69	s 11.55 AM	s 11.55 AM					
s	10.28	s	3.59		DD 41	41.2	.....LA MOURE.....D	20.4	151	s 12.15 PM	s 12.30 PM					
s	10.00 AM	s	3.40 PM	WYC	DA 88	48.5										

See Current Time Table of the Fargo Division.

s	9.00 AM	s	3.25 PM	Y	DA 83	53.7	.....INDEPENDENCE.....	15.2	58	s	1.00 PM	s	2.30 PM
s	8.30	s	3.05 788		DD 62	61.4	.....GLOVER.....D	7.5	42	s	1.20	s	3.05 135
L	8.00 AM	L	2.45 PM	WCY	DD 69	68.9	.....OAKES.....D	0.0	72	A	1.40 PM	A	3.40 PM
Tu.,Thu.and Sat.		Except Sunday								Except Sunday	Mo.,We.and Fri.		
6.00		3.05					Time Over Sub-division.....			3.20	7.40		
11.5		22.3					Average Speed per Hour.....			20.7	9.0		

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
 REGISTERING STATIONS.—Jamestown, La Moure, Independence and Oakes. Enginemen will not be required to consult register except at initial or starting point. See Rule 83a.  
 BULLETIN STATIONS.—Jamestown, La Moure and Oakes.  
 STANDARD CLOCK.—Jamestown.  
 YARD LIMITS.—Jamestown, La Moure and Oakes.  
 Nos. 787 and 788 will carry male passengers.  
 HELPER DISTRICTS.—Jamestown to Asylum Spur.  
 The switches at Independence and La Moure will be set for the Fargo & Southwestern Branch, Fargo Division. Between La Moure and Independence train and enginemen will be governed by Fargo Division Time Table and orders and special instructions from the Superintendent of the Fargo Division.

WESTWARD				FOURTH SUB-DIVISION (SYKESTON BRANCH)				EASTWARD								
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Carrington	Time Table No. 36. JANUARY 1, 1912. Succeeding No. 85. STATIONS				Distance from Turtle Lake	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
785 WAY FREIGHT		133 PASSENGER					134 PASSENGER		786 WAY FREIGHT							
Mo.,We.and Fri		Except Sunday		CY	DE 44	0.0	CN.....CARRINGTON.....D	85.0	123	A 12.50 PM	A 3.10 PM					
L	9.30 AM	L	3.15 PM 786		DF 7	7.2	.....DOVER.....	77.8	10	f 12.28	s 2.45					
f	10.05	s	3.30		DF 13	13.2	.....SYKESTON.....D	71.8	41	s 12.13 PM	s 2.20					
s	10.55	s	3.47	W	DF 19	20.2	.....HEATON.....D	64.8	30	s 11.53 AM	s 1.30					
s	11.53 AM 134	s	4.05		DF 27	27.8	.....BOWDON.....D	57.2	37	s 11.30	s 12.40 PM					
s	1.00 PM	s	4.25		DF 32	33.1	.....CHASELEY.....	51.9	23	s 11.17	s 11.50 AM					
s	1.20	s	4.38		DF 38	38.8	.....HURDSFIELD.....D	46.2	43	s 11.03	s 11.03					
s	2.00	s	4.52	W 4 mi W	DF 47	48.0	.....GOODRICH.....D	37.0	23	s 10.33	s 10.00					
s	2.50	s	5.22		DF 54	54.5	.....DENHOFF.....D	30.5	43	s 10.15	s 9.20					
s	3.45	s	5.40	WCY	DF 63	63.5	.....McCLUSKY.....D	21.5	43	s 9.50	s 8.30					
s	4.35	s	6.10		DF 76	76.4	.....MERCER.....D	8.6	25	s 9.15	s 7.50					
s	5.40	s	6.45	W 1 mi E	DF 84	85.0	.....TURTLE LAKE.....D	0.0	43	L 8.50 AM	L 7.20 AM					
Mo.,We.and Fri		Except Sunday					Time Over Sub-division.....			4.00	7.50					
8.55		4.00					Average Speed per Hour.....			21.2	11.3					
9.5		21.2														

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
 REGISTERING AND BULLETIN STATIONS.—Carrington and Turtle Lake.  
 STANDARD CLOCK.—Carrington.  
 Trains 785 and 786 will carry male passengers.  
 Fourth Sub-division trains will protect themselves against Third Sub-division trains between "Wye" switch and Carrington, except Third Sub-division freight will keep clear of trains 133 and 134.

WESTWARD				THIRD SUB-DIVISION (DEVILS LAKE BRANCH)				EASTWARD								
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 36. JANUARY 1, 1912. Succeeding No. 85. STATIONS				Distance from Leeds	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
781 WAY FREIGHT		131 PASSENGER					132 PASSENGER		782 WAY FREIGHT							
Except Sunday		Except Sunday		WC OTY	409	0.0	JY.....JAMESTOWN.....N	108.4	980	A 5.05 PM	A 4.30 PM					
L	5.30 AM	L	12.05 PM		DE 7	6.4	.....PARKHURST.....	102.0	33	f 4.43	f 4.10					
f	5.55	f	12.20		DE 14	13.4	.....BUCHANAN.....D	95.0	27	s 4.25	s 3.45					
s	6.20	s	12.37		DE 21	21.2	.....PINGREE.....D	87.2	55	s 4.07	s 3.20					
s	6.47	s	12.55	W	DE 28	27.8	.....EDMUNDS.....D	80.6	24	s 3.50	s 2.55					
s	7.10	s	1.11		DE 35	34.5	.....MELVILLE.....D	73.9	39	s 3.30	s 2.30					
s	7.35	s	1.28		DE 44	43.5	.....CARRINGTON.....D	64.9	123	s 3.05	s 1.50 131					
s	8.10	s	1.50 782	CY	DE 48	48.2	.....GUPTILL.....	60.2	16	f 2.45	f 12.30					
f	9.00	f	2.15	W 1 mi E	DE 51	51.9	.....BARLOW.....D	56.5	77	s 2.35	s 12.10 PM					
s	9.30	s	2.35 132		DE 60	59.6	.....NEW ROCKFORD.....D	48.8	130	s 2.15	s 11.30 AM					
s	10.20	s	2.53		DE 66	65.9	.....DIVIDE.....	42.5	58	f 1.55	f 10.50 781					
f	10.50 782	f	3.10		DE 71	70.7	.....SHEVENNE.....D	37.7	38	s 1.40	s 10.10					
s	11.30 AM	s	3.23	W	DE 79	79.4	.....OBERON.....D	29.0	77	s 1.20	s 9.30					
s	12.20 PM	s	3.45	WY	DE 83	83.3	.....LALLIE.....	25.1	30	f 1.09	f 8.50					
f	1.09 132	f	3.55		DE 90	90.2	.....MINNEWAUKAN.....D	18.2	100	s 12.51	s 8.20					
s	1.40	s	4.15		DE 99	98.7	.....BRINSMADE.....D	9.7	33	s 12.29	s 7.40					
s	2.20	s	4.40		DE 108	108.4	.....LEEDS.....D	0.0	69	L 12.05 PM	L 7.00 AM					
A	3.00 PM	A	5.05 PM	WCY 2 1/2 mi E			Time Over Sub-division.....			5.00	9.30					
Except Sunday		Except Sunday					Average Speed per Hour.....			21.7	11.3					
9.30		5.00														
11.3		21.7														

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
 REGISTERING STATIONS.—Jamestown, Carrington, Oberon and Leeds. Enginemen will not be required to consult register except at initial or starting point. See rule 83a.  
 BULLETIN STATIONS.—Jamestown, Carrington and Leeds.  
 STANDARD CLOCKS.—Jamestown and Carrington.  
 DERAIL SWITCHES.—Carrington, Soo Transfer, east end; New Rockford, house track, west end; New Rockford, west elevator track, west end; Brinsmade, house track, west end.  
 YARD LIMITS.—Jamestown.  
 Trains 781 and 782 will carry male passengers.  
 HELPER DISTRICTS.—Jamestown to Parkhurst.  
 Third Sub-division trains will protect themselves against First Sub-division trains between Devils Lake Junction and the passenger depot at Jamestown.  
 Fourth Sub-division trains will protect themselves against Third Sub-division trains between "Wye" switch and Carrington, except Third Sub-division freight trains will keep clear of trains 133 and 134.

WESTWARD

FIFTH SUB-DIVISION (OBERON BRANCH)

EASTWARD

Table for Fifth Sub-Division (Oberon Branch) showing train schedules for Second Class (463) and Mixed (464) trains. Includes columns for stations (OB, GENIN, FLORA, MADDOCK, HESPER, PENDENNIS, ESMOND), distances, and times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING AND BULLETIN STATIONS—Oberon and Esmond. STANDARD CLOCKS—Jamestown and Carrington. Junction Switch at Oberon must be set and locked for Third Sub-division.

WESTWARD

SIXTH SUB-DIVISION (LINTON BRANCH)

EASTWARD

Table for Sixth Sub-Division (Linton Branch) showing train schedules for Second Class (465) and Mixed (466) trains. Includes columns for stations (McKENZIE, BURDICK, MOFFITT, BESSOBA, DANA, HAZELTON, TEMVIK, LINTON), distances, and times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING STATIONS—McKenzie and Linton. BULLETIN STATION—McKenzie. STANDARD CLOCK—Mandan. YARD LIMITS—Linton.

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 Enginemen must provide themselves with a 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.

WESTWARD

SEVENTH SUB-DIVISION (MISSOURI RIVER & WESTERN DAKOTA LINES)

EASTWARD

Table for Seventh Sub-Division showing train schedules for Second Class (467) and Mixed (468) trains. Includes columns for stations (MANDAN, JUNCTION, SCHMIDT, HUFF, GWYTHER, CANNON BALL JCT, SOLEN, PARKIN, TIMMER, GALL, FLASHER, LARK, THIAN, CARSON, LAWYER, ELGIN, NEW LEIPZIG, ODESSA, BURT, MOTT), distances, and times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING STATIONS—Mandan and Mott. BULLETIN STATIONS—Mandan and Mott. STANDARD CLOCK—Mandan. DERAIL SWITCHES—Solen, house track, east end; Parkin, house track, east end. YARD LIMITS—Mandan. Seventh Sub-division trains will protect themselves against First Sub-division trains between Junction and Mandan.

**TONNAGE RATING—FREIGHT ENGINES**

	ENGINES.											
	Class D 3		Class D 5		Class S 10		Class R		Class T		Class W	
	Maximum 65 Cars		Maximum 70 Cars		Maximum 70 Cars		Maximum 72 Cars		Maximum 72 Cars		Maximum 72 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
<b>First Sub-division—West Bound.</b>												
Jamestown to Windsor.....	1550	39	1690	42	1710	43	1800	45	2000	50	2500	62
Windsor to Mandan.....	1085	27	1570	39	1615	40	1920	48	2000	50	2700	68
<b>First Sub-division—East Bound.</b>												
Mandan to Bismarck.....											2500	62
Bismarck to Windsor.....											2700	68
Mandan to Windsor.....	1085	27	1570	39	1615	40	1920	48	2000	50		
Windsor to Jamestown.....	1530	38	2250	56	2350	59	2600	65	2800	70	Car Limit	
<b>Third Sub-division—West Bound.</b>												
Jamestown to Edmunds.....	590	15	860	21	885	22	1055	26				
Edmunds to New Rockford.....	1085	27	1570	39	1615	40	1920	48				
New Rockford to Leeds.....	590	15	860	21	885	22	1055	26				
<b>Third Sub-division—East Bound.</b>												
Leeds to Divide.....	590	15	860	21	885	22	1055	26				
Divide to Jamestown.....	1280	32	1655	41	1710	43	2265	56				
<b>Fourth Sub-division—West Bound.</b>												
Carrington to Sykeston.....	1085	27	1570	39	1615	40	1920	48				
Sykeston to Turtle Lake.....	725	18	1060	26	1090	27	1300	32				
<b>Fourth Sub-division—East Bound.</b>												
Turtle Lake to Denhoff.....	650	16	955	24	975	24	1165	29				
Denhoff to Bowdon.....	820	21	1200	30	1225	31	1460	37				
Bowdon to Carrington.....	1410	35	2035	51	2100	52	2485	62				
<b>Fifth Sub-division—West Bound.</b>												
Oberon to Maddock.....	1280	32	1855	46	1910	48	2265	56				
Maddock to Esmond.....	820	21	1200	30	1225	31	1460	37				
<b>Fifth Sub-division—East Bound.</b>												
Esmond to Maddock.....	820	21	1200	30	1225	31	1460	37				
Maddock to Oberon.....	1410	35	2035	51	2100	52	2485	62				
<b>Second Sub-division—West Bound.</b>												
Oakes to Independence.....	820	21	1200	30	1225	31	1460	37				
Independence to LaMoure.....	1560	39	2250	56	2320	58	2750	69				
LaMoure to Jamestown.....	1085	27	1570	39	1615	40	1920	48				
<b>Second Sub-division—East Bound.</b>												
Jamestown to LaMoure.....	1175	29	1700	42	1750	44	2080	52				
LaMoure to Independence.....	725	18	1060	26	1090	27	1300	33				
Independence to Oakes.....	1560	39	2250	56	2320	58	2750	69				
<b>Sixth Sub-division—West Bound.</b>												
Linton to Hazelton.....	590	15	860	21	885	22	1055	26				
Hazelton to McKenzie.....	1410	35	2035	51	2100	52	2485	62				
<b>Sixth Sub-division—East Bound.</b>												
McKenzie to Linton.....	490	12	720	18	735	18	885	22				
<b>Seventh Sub-division—West Bound.</b>												
Mandan to Cannon Ball.....	915	23	1360	34	1420	35	1660	42	1990	50		
Cannon Ball to Mott.....	755	19	1125	28	1170	29	1375	34	1640	41		
<b>Seventh Sub-division—East Bound.</b>												
Mott to Cannon Ball.....	1065	27	1570	39	1640	41	1920	48	2305	57		
Cannon Ball to Mandan.....	1260	31	1855	46	1940	48	2265	57	2725	68		

**COMMERCIAL SPURS**

**FIRST SUB-DIVISION.**

**DISTANCE FROM JAMESTOWN.**

BISMARCK PENITENTIARY SPUR.....	98½ Miles.
BISMARCK MILITARY SPUR.....	99½ Miles.
BISMARCK WATER WORKS SPUR.....	102½ Miles.

**THIRD SUB-DIVISION.**

FARQUAR.....	39 MILES FROM JAMESTOWN.
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**FOURTH SUB-DIVISION.**

GARLAND.....	47 MILES FROM JAMESTOWN.
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**AUTHORIZED SURGEONS, DAKOTA DIVISION**

DR. W. COURTNEY, Chief Surgeon, Brainerd.	DR. F. W. MAERCKLEIN, Oakes (S).
DR. W. A. GERRISH, Jamestown (S).	DR. G. H. SPIELMAN, Flasher.
Jamestown Tool Car (S).	DR. B. A. PLACE, Elgin.
Jamestown Store Room (S).	DR. F. E. REDMAN, Mott.
DR. G. D. TODD, Medina.	DR. W. VAN DE ERVE, Pingree.
DR. F. B. LODGE, Steele.	DR. W. M. BARTLEY, Sheyenne.
DR. F. R. SMITH, Bismarck (S).	DR. C. E. McREYNOLDS, Goodrich.
DR. D. A. SCHIFFER, Bismarck (S).	DR. O. W. McCLUSKY, Carrington.
DR. H. O. ALTNOW, Mandan (S).	DR. JOHN CRAWFORD, Esmond.
DR. R. R. HOGUE, Linton.	DR. E. L. PAULSON, Turtle Lake.
DR. A. E. HILLIS, La Moure.	DR. W. McLACHLAN, New Rockford.

**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, or 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 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.

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 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 engines are unable to haul the rating, enginemen 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 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-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.

Reduce Rating:—5 per cent between 30 and 20 above zero; 10 per cent between 20 and 10 above zero; 15 per cent between 10 above and 10 below zero; 25 per cent when temperature is below 10 below zero.

**S. A. WILDER,**  
Trainmaster.

**F. C. HUNTINGTON,**  
Trainmaster.

**J. J. MULROY,**  
Chief Dispatcher.

