

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 6

TIME TABLE

No. 6

TO TAKE EFFECT AT 11:59 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, FEBRUARY 13th, 1898.

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 and General Rules, and always have for reference a copy of the TRANSPORTATION RULES.

J. W. KENDRICK,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

C. J. WILSON,
Superintendent.

West Bound.

FIRST DISTRICT.

WAY FREIGHT No. 59		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal Scales, Tables and Wees	Station Numbers	Time Table No. 6, February 15th, 1898, Succeeding No. 5B.	Distance from Fargo	Rate No.	PACIFIC MAIL No. 1		DAKOTA EX. No. 3	
Third Class		Third Class		Second Class							First Class		First Class	
EX. SUNDAY		DAILY		DAILY						DAILY		EX. SUNDAY		
De 7.30 A M 11 D T		De 7.00 P M		De 3.05 P M		WC 316	Fargo	0.6	1	De 9.35 P M M 4		De 6.20 A M		
7.53		7.22		3.27		320	Haggart	5.3	161	* 9.47		F 6.35		
8.05		7.33		3.37		324	Canfield	8.3	255	* 9.52		F 6.40		
8.23		7.50 M 54		3.50 M 60		W 328	Mapleton	12.5	384	F 10.00		6.48		
8.33		8.02		3.58		331	Greene	14.9	460	* 10.04		F 6.52		
8.45		8.15		4.07		334	Dalrymple	17.9	550	* 10.08		F 6.58		
9.15		Ar 8.28 De 8.33 M 4		4.14		336	Cassellton	20.1	617	10.15		7.04 M 2		
						339	Sidney	23.9	731	*		F		
10.00		9.10		4.35		W 342	Wheatland	26.6	813	F 10.26		7.17		
10.20		9.33		4.49		346	Magnolia	30.4	926	* 10.37		F 7.26		
10.52		10.05		5.10		352	Buffalo	36.2	1102	F 10.55 M 56		7.40		
11.25		10.30 M 56		5.30		W 358	Tower City	42.1	1279	F 11.04		7.52		
11.55 A M M 60		Ar 11.08 De 11.13 P		5.47 M 54		363	Oriska	47.6	1447	* 11.13 P 55		8.02		
12.25 P M		11.40 P M		6.10		368	Alta	52.3	1586	* 11.23		F 8.10		
1.00		12.10 A M		Ar 6.40 De 7.05 M 4		WC 374	Valley City	57.9	1758	Ar 11.35 De 11.40		8.25		
1.35		1.05		7.40 M 56		379	Berea	62.8	1908	* 11.53 P M		F 8.40		
						381	Hobart	65.6	1903	*		F		
2.15		1.37		8.00		W V 385	Sanborn	69.1	2097	F 12.04 A M		8.50		
3.17 M 54		2.06		8.15		389	Eckelson	74.4	2218	* 12.13		F 9.00 M 60		
						394	Urbann	78.1	2375	*		F		
3.55		2.50		8.40		398	Spiritwood	82.1	2495	* 12.28		9.17		
4.20		3.22		9.00		403	Bloom	88.1	2676	* 12.40		F 9.30		
Ar 4.40 P M M 56		Ar 3.45 A M M 2		Ar 9.15 P M		WC 409	Jamestown	92.8	2823	Ar 12.50 A M		Ar 9.40 A M		
EX. SUNDAY		DAILY		DAILY		ST				DAILY		EX. SUNDAY		

Conductors will register at Fargo, Valley City and Jamestown. East bound trains will register at Haggart.

Fargo yard extends from yard limit board west of Fargo and Southwestern Junction to east end of Red River bridge. Passenger trains will not exceed fifteen (15) and freight trains six (6) miles per hour

through any portion of Fargo yard, and no train will exceed four (4) miles per hour crossing Broadway. All trains and light engines must come to a full stop before crossing C. M. & St. P. track one mile west of Fargo, and the Great Northern track one-half mile west of Cassellton.

SPECIAL RULES GOVERNING THE USE OF DOUBLE TRACK BETWEEN FARGO AND HAGGART.

RULE 1. Trains entering double track will keep to the right.

RULE 2. Double track commences at first switch east of stock yards, at Haggart station, which will be set and locked for West Bound trains.

RULE 3. Trains approaching on double track will give two short blasts of the whistle, and reduce speed while passing. All trains must approach F. & S. W. Junction under control.

FIRST DISTRICT.

East Bound.

Delaware, Minneapolis & St. Paul Express No. 4		ATLANTIC MAIL No. 2		Distance from Jamestown	Time Table No. 6, February 13th, 1898. Succeeding No. 5B.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT No. 56.		WAX FREIGHT No. 60	
First Class		First Class						Third Class		Third Class		Third Class	
EX. SUNDAY		DAILY						DAILY		DAILY		EX. SUNDAY	
Ar	9.15 P M M 1	Ar	7.50 A M	92.8	Fargo 5.3	500	N	Ar 8.45 P M	Ar 1.30 A M		Ar 4.45 P M		
F	9.00	F	7.35 M 59 D T	87.5	Haggart 3.0	50		8.20	1.00		4.20		
P	8.55	*	7.28	84.5	Canfield 4.2	43		8.07	12.47		4.09		
	8.48	F	7.20	80.3	Mapleton 2.4	127	D	7.50 M 55	12.30		De 3.50 M 53 Ar 3.45		
F	8.43	*	7.15	77.9	Greene 3.0	71		7.41	12.20		3.14		
F	8.38	*		74.9	Dalrymple 2.2	72		7.31	12.07 A M		2.47		
	8.33 M 55		7.04 M 3	72.7	Cassilton 3.8	160	N	7.24	11.59 P M		2.30		
F		*		68.9	Sidney 2.7	20							
	8.18	F	6.48	66.2	Wheatland 3.5	124	D	7.01	11.34		1.35		
F	8.10	*	6.38	62.4	Magnolia 5.8	55		6.47	11.19		1.15		
	7.57		6.25	56.6	Buffalo 5.9	193	N	6.28	De 10.55 M 1 Ar 10.50		12.49		
	7.43	F	6.12	50.7	Tower City 5.5	105	D	6.07	10.30 M 55		12.20 P M		
	7.30	*	5.58	45.2	Oriska 4.7	107	D	De 5.47 M 53 Ar 5.42	9.30		11.55 A M M 59		
F	7.20	*	5.47	40.5	Alta 5.6	55		5.15	9.00		11.15		
	7.05 M 53		5.30	34.9	Valley City 4.9	144	N	4.35	8.25		10.30		
P	6.51	*	5.15	30.0	Berea 2.8	65		4.00	De 7.40 M 53 Ar 7.35		10.00		
F		*		27.2	Hobart 3.5	25							
	6.38	F	5.04	23.7	Sanborn 5.3	211	N	3.36	6.58		9.35		
P	6.30 P 56	*	4.53	18.4	Eckelson 3.7	78		3.17 M 59	De 6.30 4 P Ar 6.25		De 9.00 M 3 Ar 8.55		
F		*		14.7	Urbana 4.0	38							
	6.12	*	4.37	10.7	Spiritwood 6.0	76	D	2.46	5.52		8.22		
F	6.00	*	4.25	4.7	Bloom 4.7	55		2.24	5.30		7.59		
De	5.50 P M	De	4.15 A M M 55	0.0	Jamestown	400	N	De 2.05 P M	De 5.10 P M M 59		De 7.40 A M		
	EX. SUNDAY		DAILY					DAILY	DAILY		EX. SUNDAY		

Trains 3 and 4 will come to a full stop at Fargo shops.

No. 1 will run slow through Sanborn to permit U. S. mail to be exchanged by hand.

The Switches at Urbana, Hobart and Sidney have been removed for the winter.

West Bound.

SECOND DISTRICT.

WAY FREIGHT No. 55				EXPRESS FR'T No. 53		Station Numbers	Time Table No. 6. February 15th, 1898 Succeeding No. 5B	Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1	
Third Class				Second Class						First Class	
MON., WED. & FRI				DAILY		STATIONS		DAILY			
De	7.30 A M	De	9.35 P M	WC S T	409	Jamestown 7.0	0.0	2823	De	12.55 A M	
	8.03		10.05		416	Eldridge 9.2	7.0	3047	F	1.18	
	8.45		10.45		425	Windsor 3.9	16.2	3327	F	1.36	
	9.03		10.58		429	Cleveland 8.5	20.1	3441	*	1.42	
	9.38		11.25	W	438	Medina 8.2	28.6	3705	F	1.57	
	10.15		11.55 P M	W	446	Crystal Springs 8.0	36.8	3949	F	2.11	
	11.10 M 54		12.21 A M		454	Tappen 5.5	44.8	4188	F	2.27 M 2	
	11.32 A M		12.55	WC	459	Dawson 7.9	50.3	4355		2.38	
	12.02 P M	Ar De	1.47 1.52 M 2		467	Steele 6.5	58.2	4594		2.55	
	12.28		2.12		474	Geneva 4.5	64.7	4794	F	3.07	
	12.44		2.25	W 21g only west	478	Driscoll 7.5	69.2	4924	F	3.14	
	1.12		2.51		486	Sterling 6.2	76.7	5151	F	3.28	
	1.36		3.12		492	McKenzie 5.2	82.9	5340	F	3.38	
	1.56		3.30		497	Burleigh 5.3	88.1	5469	F	3.47	
	2.15	Ar De	3.52 3.57 1 P		506	Apple Creek 7.5	93.4	5707	*	3.57 P 53	
Ar De	2.45 3.30		4.30	W T	510	Bismarck 5.8	100.9	5888		4.15	
Ar	4.00 P M	Ar	4.55 A M	W C S T	515	Mandan	106.7	6054	Ar	4.35 A M	
MON., WED. & FRI				DAILY						DAILY	

Conductors will register at Jamestown and Mandan.

SECOND DISTRICT.

East Bound.

		ATLANTIC MAIL No. 2	Distance from Mandan	Time Table No. 6. February 13, 1898. Succeeding No. 5B.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54	WAY FREIGHT No. 56.			
		First Class DAILY					STATIONS	Third Class DAILY	Third Class TUE., THU. & SAT.		
Ar	4.05 A M	106.7	Jamestown 7.0	400	N	Ar 1.40 P M	Ar 4.00 P M				
F	3.43	99.7	Eldridge 9.2	90		1.15	3.30				
F	3.24	90.5	Windsor 3.9	94		12.45	2.53				
*	3.16	86.6	Cleveland 8.5	47		12.33	2.37				
F	2.59	78.1	Medina 8.2	50	D	12.04 P M	2.02				
F	2.43	69.9	Crystal Springs 8.0	92		11.37 A M	1.28				
F	2.27 M 1	61.9	Tappen 5.5	59		11.10 M 55	12.55				
	2.12	56.4	Dawson 7.9	98	N	10.45	12.30 P M				
	1.52 M 53	48.5	Steele 0.5	123	D	10.20	11.57 A M				
F	1.38	42.0	Geneva 4.5	31		10.00	11.29				
F	1.20	37.5	Driscoll 7.5	55		9.45	11.09				
F	1.14	30.0	Sterling 6.2	99	N	9.15	10.37				
F	1.02	23.8	McKenzie 5.2	42		8.45	10.10				
F	12.53	18.6	Burleigh 5.3	52		8.27	9.50				
*	12.44	13.3	Apple Creek 7.5	45		8.07	9.30				
	12.30	5.8	Bismarck 5.8	188	N	7.40	De 9.00 Ar 8.00				
De	12.15 A M	0.0	Mandan	450	N	De 7.15 A M	De 7.30 A M				
		DAILY				DAILY	TUE., THU. & SAT.				

All east bound trains and light engines must come to a full stop before crossing at Devil's Lake Junction one mile west of Jamestown. The speed of trains must not exceed six (6) miles per hour between Devil's Lake Junction and Jamestown passenger depot.

No. 2 will take Siding for No. 1.

JAMES RIVER AND OAKES BRANCHES.

West Bound.

East Bound.

MIXED No. 121				Water, Coal, Sealer, Tables and Ways	Station Numbers	Distance from Jamestown	Time Table No. 5 February 13th, 1898 Succeeding No. 5B			Distance from Oakes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 122			
Second Class							STATIONS						Second Class			
MON. WED. & FRI.												MON. WED. & FRI.				
Ar	8.30	P	M	W C S T	409	0.0	Jamestown 12.9	68.9	400	N	De	9.45	A	M		
F	7.45				DD 13	12.9	Ypsilanti 6.1	56.0	95		F	10.25				
F	7.15				DD 19	19.0	Montpelier 7.4	49.9	32		F	10.48				
F	6.45				DD 26	26.4	Adrian 6.2	42.5	22		F	11.12				
	6.20			W	DD 33	32.6	Dickey 8.6	36.3	39	D		11.40	A	M		
F	5.43				DD 41	41.2	Grand Rapids 7.3	27.7	69		F	12.15	P	M		
De	5.15	P	M	W Y	DA 88	48.5	La Moure	20.4	114	D	Ar	12.40	P	M		
												See page 5.				
SEE CURRENT TIME TABLE OF THE												FARGO & SOUTHWESTERN BRANCH.				
See page 5.																
Ar	4.45	P	M	Y	DA 83	53.7	Oakes Junction 7.7	15.2	58		De	1.20	P	M		
F	4.20				DD 62	61.4	Glover 7.5	7.5	42		F	1.50				
De	3.55	P	M	W C T	DD 69	68.9	Oakes	0.0	72	D	Ar	2.25	P	M		
MON. WED. & FRI.												MON. WED. & FRI.				

Conductors will register at Jamestown, La Moure, Oakes Junction and Oakes.
The switches at Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.

COOPERSTOWN BRANCH.

West Bound.

East Bound.

MIXED No. 113				Water, Coal, Sealer, Tables and Ways	Station Numbers	Distance from Sanborn	Time Table No. 6 February 13th, 1898 Succeeding No. 5B			Distance from Cooperstown	Capacity of Side Tracks	Telegraph Offices	MIXED No. 114			
Second Class							STATIONS						Second Class			
EX. SUNDAY												EX. SUNDAY				
De	10.45	A	M	Y	385	0.0	Sanborn 9.5	36.5	211	N	Ar	8.45	A	M		
F	11.27	A	M		DC 9	9.5	Rogers 8.3	27.0	27		F	8.10				
Ar	12.15	P	M		DC 18	17.8	Dazey 8.7	18.7	69	D		7.35				
De	12.35				DC 28	26.5	Hannaford 10.0	10.0	28	D		7.00				
	1.23			W	DC 28	26.5										
Ar	2.15	P	M	C Y	DC 36	36.5	Cooperstown	0.0	100	D	De	6.15	A	M		
EX. SUNDAY												EX. SUNDAY				

Conductors will register at Sanborn and Cooperstown.

All trains and light engines will come to a full stop before crossing Soo Line Track just west of Depot at Rogers.
Cooperstown Branch trains will protect themselves against Main Line trains between Sanborn Passenger Depot and Junction Switch.

West Bound.

DEVIL'S LAKE BRANCH.

East Bound.

				MIXED No. 133				Time Table No. 6 February 13, 1898. Succeeding No. 5B.				MIXED No. 134				
				Second Class				STATIONS				Second Class				
				MON., WED. & FRI.								TUE., THUR. & SAT.				
				De	9.50 A M	WC Z T	409	0.0	Jamestown 6.4	108.7	400	N	Ar	3.40 P M		
				F	10.20		DE 7	6.4	Parkhurst 7.0	102.3	33		F	3.12		
				F	10.47		DE 14	13.4	Buchanan 7.8	95.3	27		F	2.45		
					11.15		DE 21	21.2	Pingree 6.6	87.5	42	D		2.15		
				F	11.40 A M	W	DE 28	27.8	Edmunds 6.7	80.9	24		F	1.50		
					12.10 P M		DE 35	34.5	Melville 9.0	74.2	39	D		1.20		
				Ar	12.50	WC	DE 44	43.5	Carrington 3.5	65.2	123	D	De	12.40		
				De	3.30	Y	DE 48	48.0	Guptill 4.9	61.7	16		Ar	12.01 P M		
							DE 51	51.9	Barlow 7.7	56.8	23		F	11.30 A M		
				F	4.00		DE 51	51.9	Barlow 7.7	56.8	23		F	11.30 A M		
					4.40	W	DE 60	59.6	New Rockford 11.1	49.1	40	D		11.00		
					5.20		DE 71	70.7	Sheyenne 8.7	38.0	30	D		9.55		
					5.55	W	DE 79	79.4	Oberon 3.9	29.3	37	D		9.20		
				F	6.10		DE 83	83.3	Lallie 6.9	25.4	30		F	9.00		
					6.50	Y	DE 90	90.2	Minnewaukan 8.5	18.5	68	D		8.35		
				F	7.30		DE 99	98.7	Brinsmade 9.7	10.0	33		F	7.55		
				Ar	8.15 P M	W CT	DE 108	108.4	Leeds 0.3	0.3	69	D	De	7.15 A M		
							DE 109	108.7	End of Track	0.0						
				MIXED No. 143				SYKESTON BRANCH				MIXED No. 144				
				Second Class				STATIONS				Second Class				
				MON., WED. & FRI.								MON., WED. & FRI.				
				De	1.30 P M	WC Y	DE 44	0.0	Carrington 6.7	13.0	123	D	Ar	3.25 P M		
				F	1.55		DF 7	6.7	Ross 5.9	6.3	Spur 8		F	3.00		
				Ar	2.20 P M	WY	DF 13	12.6	Sykeston 0.4	0.4	41	D	De	2.35 P M		
									End of Track	0.0						

Conductors will register at Jamestown, Carrington, Sykeston and Leeds.

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.

All trains and light engines must come to a Full Stop before crossing Soo Line Track, one-half

mile west of Carrington and Great Northern Track, west of Depot at Leeds.

Before crossing the G. N. Track at Leeds, the Crossing Gate must be properly set and fastened. During storm, fog or darkness a red light must be properly displayed on this gate. A red lantern will be used for this purpose and is to be removed as soon as G. N. Track is clear and gate locked to (clear) position.

"G. N. Trains will not stop unless gate is set against them."

No. 143 has right of track to Sykeston.

GENERAL RULES.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register as required, and must not pass any registering station which has telegraph service without an order or clearance.

All trains on double track approaching stations at which passenger trains are receiving or discharging passengers must be brought to a FULL STOP with ENGINES OPPOSITE EACH OTHER.

Freight trains authorized to carry passengers, with permits, will be designated by bulletin.

Special care must be exercised when approaching all bluffs where slides are liable to occur, and freight brakemen must be on top of train when approaching and passing all stations and bluffs.

Before passing any station freight engineers must obtain signal from rear of train.

Special attention is called to Rules 128 and 131, which also govern trains at water tanks outside of switches.

Engineers of all irregular trains and delayed regular trains must sound a long blast of the whistle approaching obscure curves, to warn trackmen and others.

All car doors must be kept closed while in trains.

At all stations where there is a local spur or siding, cars must not be left on passing track without special orders.

SPECIAL REFERENCES.

M—Meet.

P—Pass.

F—Flag Station.

*—Trains do not stop for passengers.

†—Meals.

W—Water.

C—Coal.

S—Scale.

T—Table.

Y—Wye.

D. T.—Double Track.

FULLFACED figures (1-2-3, etc.) denote meeting and passing stations.

D—Day and N—Night and Day telegraph office.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Munger's	29½ Miles
Baird	54½ "
MAIN LINE	
Distance from Jamestown.	
Bismarck Penitentiary Spur	99 Miles
Bismarck Water Works Spur	102 "
DEVIL'S LAKE BRANCH	
Farquer 39 miles from Jamestown	
Garland 47	" " " (Sykeston Beh.)

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd.
 DR. I. N. WEAR, Fargo (S).
 DR. A. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. F. E. SALVAGE, Wheatland.
 DR. E. A. PRAY, Valley City (S).
 DR. , Cooperstown.

DR. J. A. RANKIN, Jamestown (S).
 DR. J. M. H. STOVER, LaMoure.
 DR. H. W. MIRACLE, Edgeley.
 DR. H. P. BOARDMAN, Oakes (S).
 DR. C. McLACHLAN, New Rockford.
 DR. J. O. BROWN, Minnewaukan (S).
 DR. J. E. SCHULZ, Steele, N. D.
 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 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 occurring in the discharge of duty.