

NORTHERN PACIFIC RAILWAY COMPANY

DAKOTA DIVISION

TIME 26 TABLE

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

SUNDAY, JUNE 10th, 1906

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 the TRANSPORTATION RULES.

H. J. HORN,
Gen'l Manager.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

M. C. KIMBERLY,
Ass't Gen'l Manager.

A. M. BURT,
Superintendent.

F. W. GILBERT,
Gen'l Superintendent.

I. B. RICHARDS,
Sup't Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 59	FREIGHT No. 53	Mixed G. N. Train No. 195	PASSENGER No. 7	PASSENGER No. 5	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 26 JUNE 10th, 1906 Succeeding No. 25B	Distance from Jamestown	Capacity of Passing Tracks	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 6	PASSENGER No. 8	Mixed G. N. Train No. 196	FREIGHT No. 54	WAY FREIGHT No. 60
Third Class EX. SUNDAY	Second Class DAILY	Second Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY				STATIONS Tel. Offices and Calls			First Class DAILY	First Class DAILY	First Class DAILY	First Class DAILY	Second Class EX. SUNDAY	Third Class DAILY	Third Class EX. SUNDAY
De 7.50 A M	De 4.05 P M M 60	De 6.40 P M	De 5.35 P M	De 7.40 A M	De 6.00 A M	De 5.25 P M	WC 316	0.0		Fargo 5.3 (B.L.)	92.8	800	Ar 7.00 A M	Ar 10.55 P M	Ar 9.10 A M	Ar 7.30 P M	Ar 10.15 A M	Ar 4.15 A M	Ar 3.55 P M M 53
8.10	4.25	6.52	F 5.46	* 7.52	* 6.10	* 5.34		5.3		Haggart 3.0	87.5	80	* 6.47	* 10.40	* 8.55	F 7.13	9.55	3.50	3.21
8.20	4.33	Ar 6.59 De 7.04 M 8	F 5.53	* 7.58	* 6.17	* 5.38		8.3		Canfield 4.2	84.5	79	* 6.42	* 10.34	* 8.48	F 7.04 M 195	9.49	3.40	3.02
Ar 8.35 De 8.40 M 6	4.43	7.12	6.02	8.08	* 6.24	* 5.44	W 328	12.5		Mapleton 2.4	80.3	145	* 6.34	F 10.25	8.40 M 59	6.54	9.42	3.25	2.36
8.55	4.19	7.16	F 6.08	* 8.13	* 6.30 M 2	* 5.47		14.9		Greene 5.2	77.9	66	* 6.30 M 3	* 10.20	* 8.35	F 6.49	9.38	3.16	2.20
9.25 M 196	5.01	Ar 7.25 P M	6.19	8.25 M 6	6.39	* 5.57	CT 336	20.1		Casselton 3.8	72.7	128	6.17	10.10	8.25 M 5	6.38	De 9.30 A M M 59	2.58	1.47
9.46	5.10		* 6.28 M 8	* 8.33	* 6.46	* 6.02		23.9		Glacis 2.7	68.9	80	* 6.10	* 10.02	* 8.14	* 6.28 M 7		2.45	1.23
10.02	5.15		6.34	8.39	* 6.52	* 6.06		26.6		Wheatland 3.8	66.2	145	* 6.05	* 9.57	8.07	6.22		2.35	1.06
10.23	5.25		F 6.41	* 8.47	* 6.59	* 6.11 M 8	W 346	30.4		Magnolia 5.8	62.4	63	* 5.59	* 9.49	* 7.56	F 6.11 M 1		2.23	12.43
10.56	Ar 5.52 De 5.57 M 8		6.55	9.00	* 7.12	* 6.24		36.2		Buffalo 5.9	56.6	147	* 5.47	* 9.37	7.39	5.57 M 53		2.02	12.06 P M
11.30 A M M 60	Ar 6.24 De 6.42 1 P		7.08	9.13	* 7.22 M 6	* 6.32 P 53	W 358	42.1		Tower City 5.5	50.7	79	* 5.38	* 9.26	7.22 M 3	5.47		1.42	11.30 A M M 59
12.09 P M	Ar 7.08 De 7.30 7 P		7.20 P 53	F 9.26	* 7.32	* 6.40		47.6		Oriska 4.7	45.2	167	* 5.28	* 9.14	F 7.07	5.37		1.22	11.02
12.42	7.53		F 7.30	* 9.36	* 7.42	* 6.49		52.3		Alta 5.6	40.5	167	* 5.20	* 9.04	* 6.55	F 5.28		1.05	10.40
1.20	Ar 8.20 De 8.45 M 4		7.45	9.49 M 60	7.53	7.00	WC 374	57.9		Valley City 4.9	34.9	238	5.05	8.45 M 53	6.40	5.15		12.25 A M	De 10.10 Ar 9.20 M 5
1.55	9.03		F 7.58	* 10.05	* 8.10	* 7.15		62.8		Berea 2.8	30.0	158	* 4.56	* 8.30	* 6.30	F 5.03		11.55 P M	8.53
2.14	9.11		8.05	* 10.11	* 8.15	* 7.20		65.6		Hobart 3.5	27.2	80	* 4.52	* 8.23	* 6.26	F 4.55		11.45	8.40
2.40	9.22		8.15 M 4	10.18	8.22 M 60	* 7.27	W Y 385	69.1		Sanborn 5.3	23.7	145	* 4.48	8.15 M 7	6.21	4.46		11.32	De 8.22 M 3 Ar 7.40
3.15	9.37		8.27	F 10.30	* 8.30	* 7.37		74.4		Eckelson 3.7	18.4	67	* 4.40	* 8.04	F 6.13	4.34		11.13	7.24
3.42	9.49		F 8.34	* 10.37	* 8.36	* 7.44		78.1		Urbana 4.0	14.7	66	* 4.34	* 7.57	* 6.07	F 4.25		10.59	7.13
Ar 4.10 De 4.15 M 8	10.02		8.42	F 10.46	* 8.42	* 7.49 M 4	W 398	82.1		Spiritwood 6.0	10.7	170	* 4.28	* 7.49 M 1	F 6.02	4.15 M 59		10.44	7.02
5.00	10.20 M 54		F 8.55	* 10.58	* 8.52	* 7.57		88.1		Bloom 1.9	4.7	92	* 4.19	* 7.33	* 5.52	F 4.01		De 10.20 M 53 Ar 10.15	6.44
5.12	10.27		* 8.59	* 11.03	* 8.55	* 8.00		90.0		Durum 2.8	2.8	80	* 4.15	* 7.28	* 5.49	* 3.56		10.05	6.38
Ar 5.30 P M	Ar 10.40 P M		Ar 9.05 P M	Ar 11.10 A M	Ar 9.00 A M	Ar 8.05 P M	WC 409	92.8		Jamestown	0.0	650	De 4.10 A M	De 7.20 P M	De 5.45 A M	De 3.50 P M		De 9.50 P M	De 6.30 A M
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
(9.40)	(6.35)	(9.45)	(3.30)	(3.35)	(3.00)	(2.40)	Time over District					(2.50)	(3.35)	(3.25)	(3.40)	(0.45)	(6.25)	(9.25)	
9.5	14.3	26.8	26.6	25.9	30.9	34.8	Average Speed per Hour					32.7	25.9	27.1	25.3	26.8	14.5	9.8	

Registering and bulletin stations—Fargo, Casselton, Valley City and Jamestown.
 Standard clocks—Fargo, Valley City and Jamestown.
 East bound trains will register with register ticket at Haggart.
 First class trains will register with register ticket at Casselton.
 Following stations are protected by Yard Limit Signs: Fargo, Casselton, Valley City, Sanborn and Jamestown. See Rule 298 (e) and (f), and Block Rules 8 and 9.
 Fargo yard extends from yard limit board west of Fargo and Southwestern Junction to east end of Red River bridge.
 Single Track Telegraph Block System Rules are in effect between Jamestown and Haggart.

Maximum grades: Alta to Valley City. Berea to Valley City. Durum to Jamestown.
 No. 6 will take siding for No. 3.
 Nos. 8 and 4 will take siding for No. 1.
 Deraul switches must be set and locked for deraul when not in use.
 Engineers will not be required to consult register, except at initial or starting point.
 West bound passenger trains will use at least 8 minutes from Alta to Valley City passenger station, and at least 7 minutes from Bloom to Jamestown passenger station.
 East bound passenger trains will use at least 9 minutes from Berea to Valley City passenger station.
 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 and on double track, inferior class trains may run ahead of second and third class trains without authority of train orders.

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.

East bound trains must not leave Haggart until semaphore arm drops to clear position.
 West bound trains may enter Block at Haggart without Block clearance if signal shows "clear" and train rights permit it to do so.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 61		FREIGHT No. 53		PASSENGER No. 5		PASSENGER No. 3		PASSENGER No. 1		Water, Coal, Stables, Tables and Ways	Station Numbers	Distance from Jamestown	Time Table No. 26 JUNE, 10th 1906 Succeeding No. 25B			Distance from Mandan	Capacity of Passing Tracks	PASSENGER No. 2		PASSENGER No. 4		PASSENGER No. 6		FREIGHT No. 54		WAY FREIGHT No. 62	
Third Class	Second Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class				First Class	First Class	First Class			First Class	First Class	First Class	First Class	First Class	Third Class	Third Class	Third Class	Third Class	Third Class
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	WC STY			STATIONS Tel. Office and Calls					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUNDAY		
De 7.30 AM	De 11.00 PM	De 11.25 AM	De 9.05 AM	De 8.07 PM	De 9.05 AM	De 8.07 PM	De 9.05 AM	De 8.07 PM	De 9.05 AM	WC STY	409	0.0	Jamestown 4.6	106.7	650	Ar 4.00 AM	Ar 7.10 PM	Ar 5.35 AM	Ar 9.00 PM	Ar 4.30 PM	Ar 4.30 PM	Ar 9.00 PM	Ar 4.30 PM	Ar 4.30 PM	Ar 4.30 PM		
7.53	11.20	* 11.39	* 9.18	* 8.20	* 9.18	* 8.20	* 9.18	* 8.20	* 9.18		414	4.6	Berner 2.4	102.1	80	* 3.52	* 7.00	* 5.26	8.38	4.10	4.10	8.38	4.10	4.10	4.10		
8.05	11.30	F 11.45	* 9.24	* 8.26 M54	* 9.24	* 8.26 M54	* 9.24	* 8.26 M54	* 9.24		416	7.0	Eldridge 5.4	99.7	66	* 3.48	* 6.55	F 5.22	De 8.26 M 1	3.58	3.58	De 8.26 M 1	3.58	3.58	3.58		
8.33	11.48 PM	* 11.58 AM	* 9.33	* 8.37	* 9.33	* 8.37	* 9.33	* 8.37	* 9.33		421	12.4	Oswego 3.8	94.3	80	* 3.40	* 6.44	* 5.12	8.00	3.32	3.32	8.00	3.32	3.32	3.32		
8.50	12.05 AM	F 12.16 PM	* 9.43	* 8.47	* 9.43	* 8.47	* 9.43	* 8.47	* 9.43	W	425	16.2	Windsor 3.9	90.5	158	* 3.34	* 6.37	F 5.05	7.48	3.15	3.15	7.48	3.15	3.15	3.15		
9.08	12.14	12.17	* 9.49	* 8.53	* 9.49	* 8.53	* 9.49	* 8.53	* 9.49	W	429	20.1	Cleveland 5.2	86.6	66	* 3.27	6.29	F 4.59	7.33	2.56	2.56	7.33	2.56	2.56	2.56		
9.35	12.28	* 12.27	* 9.56	* 8.59	* 9.56	* 8.59	* 9.56	* 8.59	* 9.56		434	25.3	Don 3.3	81.4	80	* 3.19	* 6.17	* 4.50	7.15	2.30	2.30	7.15	2.30	2.30	2.30		
Ar 9.51 P De 10.11 P	12.37	12.33	* 10.01 P 61	* 9.04	* 10.01 P 61	* 9.04	* 10.01 P 61	* 9.04	* 10.01 P 61	W	438	28.6	Medina 2.5	78.1	68	* 3.14	6.11	F 4.43	7.05	2.16	2.16	7.05	2.16	2.16	2.16		
10.23	12.43	* 12.37	* 10.05	* 9.07	* 10.05	* 9.07	* 10.05	* 9.07	* 10.05		440	31.1	Southdown 6.2	73.4	80	* 3.09	* 6.06	* 4.39	6.55	2.05	2.05	6.55	2.05	2.05	2.05		
10.50	1.00	F 12.47	* 10.14	* 9.15	* 10.14	* 9.15	* 10.14	* 9.15	* 10.14	W	446	37.3	Crystal Springs 4.0	69.4	68	* 2.59	* 5.54	F 4.28	6.35	1.35	1.35	6.35	1.35	1.35	1.35		
11.06	1.10	* 12.53	* 10.19	* 9.20	* 10.19	* 9.20	* 10.19	* 9.20	* 10.19		450	41.3	Ladoga 3.5	65.4	80	* 2.53	* 5.46	* 4.22	6.21	1.20	1.20	6.21	1.20	1.20	1.20		
11.25	1.19	F 1.00 M 62	* 10.25	* 9.25	* 10.25	* 9.25	* 10.25	* 9.25	* 10.25		454	44.8	Tappen 5.5	61.9	65	* 2.47	* 5.38	F 4.15	6.08	De 1.00 M 5 Ar 12.55 PM	1.00 M 5 12.55 PM	6.08	1.00 M 5 12.55 PM	1.00 M 5 12.55 PM			
11.50 A M M 62	1.35	1.15	* 10.37	* 9.38	* 10.37	* 9.38	* 10.37	* 9.38	* 10.37	WC	459	50.3	Dawson 3.5	56.4	151	* 2.38	5.28	4.03	5.49	11.50 A M M 61	11.50 A M M 61	5.49	11.50 A M M 61	11.50 A M M 61			
12.11 P M	1.55	* 1.25	* 10.44	* 9.44	* 10.44	* 9.44	* 10.44	* 9.44	* 10.44		463	53.8	Grouse 4.4	52.9	80	* 2.31	* 5.20	* 3.57	5.35	11.22	11.22	5.35	11.22	11.22			
12.37	Ar 2.20 De 2.25 M 2	1.35	* 10.53 M 62	* 9.51	* 10.53 M 62	* 9.51	* 10.53 M 62	* 9.51	* 10.53 M 62		467	58.2	Steele 2.8	48.5	82	* 2.25 M 53	5.12 P 54	F 3.50	De 5.22 4 P Ar 5.02 4 P	De 10.53 M 3 Ar 10.48	10.53 M 3 10.48	5.22 4 P 5.02 4 P	10.53 M 3 10.48	10.53 M 3 10.48			
12.55	2.34	* 1.42	* 10.58	* 9.55	* 10.58	* 9.55	* 10.58	* 9.55	* 10.58		470	61.0	Rankin 5.2	45.7	80	* 2.20	* 5.06	* 3.46	4.50	10.33	10.33	4.50	10.33	10.33			
1.29	2.47	* 1.52	* 11.06	* 10.03	* 11.06	* 10.03	* 11.06	* 10.03	* 11.06		474	66.2	Geneva 2.7	40.5	65	* 2.11	* 4.55	* 3.37	4.33	10.10	10.10	4.33	10.10	10.10			
Ar 1.53 5 P De 2.08	2.55	1.58 P 61	* 11.11	* 10.08	* 11.11	* 10.08	* 11.11	* 10.08	* 11.11	W 3/4 miles west	478	68.9	Driscoll 5.2	37.5	160	* 2.06	F 4.49	* 3.33	4.23	9.58	9.58	4.23	9.58	9.58			
2.39	3.07	* 2.08	* 11.18	* 10.15	* 11.18	* 10.15	* 11.18	* 10.15	* 11.18		483	74.1	Angora 2.6	32.6	80	* 1.57	* 4.39	* 3.24	4.08	9.37	9.37	4.08	9.37	9.37			
2.55	Ar 3.15 De 3.20 M 6	F 2.13	* 11.23	* 10.19	* 11.23	* 10.19	* 11.23	* 10.19	* 11.23		486	76.7	Sterling 6.2	30.0	140	* 1.53	F 4.33	* 3.20 M 53	3.58	9.25	9.25	3.58	9.25	9.25			
3.35 M 54	3.43	2.27	* 11.33	* 10.30	* 11.33	* 10.30	* 11.33	* 10.30	* 11.33	W Y	492	82.9	McKenzie 5.2	23.8	66	* 1.40	F 4.20	* 3.06	3.35 M 61	8.57	8.57	3.35 M 61	8.57	8.57			
Ar 4.05 De 4.10 M 4	4.01	F 2.38	* 11.42	* 10.38	* 11.42	* 10.38	* 11.42	* 10.38	* 11.42		497	88.1	Burleigh 5.3	18.6	80	* 1.30	F 4.10 M 61	* 2.55	3.12	8.32	8.32	3.12	8.32	8.32			
4.30	4.20	* 2.49 M 54	* 11.50 A M	* 10.46	* 11.50 A M	* 10.46	* 11.50 A M	* 10.46	* 11.50 A M		506	93.4	Apple Creek 7.5	13.3	66	* 1.20	* 3.58	* 2.44	De 2.49 M 5 Ar 2.44	8.10	8.10	2.49 M 5 2.44	8.10	8.10			
Ar 5.00 De 5.30	4.45	3.05	12.05 P M	10.58	12.05 P M	10.58	12.05 P M	10.58	12.05 P M	W	510	100.9	Bismarck 5.8	5.8	123	1.07	3.43	2.28	2.15	De 7.35 Ar 6.55	7.35 6.55	2.15	7.35 6.55	7.35 6.55			
Ar 6.00 P M	Ar 5.25 AM	Ar 3.25 PM M 4	Ar 12.25 P M	Ar 11.20 PM	Ar 12.25 P M	Ar 11.20 PM	Ar 12.25 P M	Ar 11.20 PM	Ar 12.25 P M	W C S T	515	106.7	Mandan A	0.0	450	De 12.50 AM	De 3.25 PM M 5	De 2.10 AM	De 1.50 PM	De 6.30 AM	6.30 AM	De 1.50 PM	6.30 AM	6.30 AM			
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Y						DAILY	DAILY	DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY			
(10.30)	(6.25)	(4.00)	(3.20)	(3.13)	(10.30)	(6.25)	(4.00)	(3.20)	(3.13)	Time over District						(3.10)	(3.45)	(3.25)	(7.10)	(10.00)	(10.00)	(10.00)	(7.10)	(10.00)	(10.00)		
10.2	16.6	26.6	32.1	33.1	Average Speed per Hour						33.7	28.4	31.2	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.

All east-bound trains will clear arriving time of trains 2, 4 and 6 at Jamestown at least ten (10) minutes.

Derail 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 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 and on double track, inferior class trains may run ahead of second and third class trains without authority of train orders.

FARGO & SOUTHWESTERN BRANCH.

East Bound.

West Bound. JAMES RIVER AND OAKES BRANCHES. East Bound.

FARGO & SOUTHWESTERN BRANCH		PASSENG'R		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 26A Nov. 4th, 1906 Succeeding No. 26		Distance from Streeter	Capacity of Side Tracks	PASSENG'R		FREIGHT	
FREIGHT No. 69	FREIGHT No. 109	First Class	First Class				STATIONS	First Class			First Class	Third Class	Third Class	
EX. MONDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	WC 8 TY	316	0.0	Fargo	150.7	800	Ar 6.45 P M		Ar 5.00 P M		
	De 6.30 A M		De 8.30 A M				FO	4.2	N					
	6.46		F 8.42	DA 4	4.2		Cotters	146.5	30	F 6.32		4.35		
	6.55		F 8.47	DA 6	6.4		Osgood	144.3	27	F 6.26		4.25		
	7.10		8.57	DA 11	10.7		Horace	140.0	44	6.15		4.00		
	7.30		9.09	DA 16	16.2		Warren	134.5	35	6.02		3.30		
	7.45		9.15	DA 19	19.4		Davenport	131.3	43	5.55		3.10		
	8.10		9.28	DA 25	25.3		Woods	125.4	29	5.40		2.40		
	8.30		9.36	W DA 29	29.2		Leonard	121.5	42	5.31		2.15		
	9.00		F 9.50	DA 34	35.5		Coburn	115.2	31	F 5.16		1.40		
	Ar 9.30 De 10.12		10.02 P 109	DA 42	41.7		Sheldon	109.0	103	5.00		1.05		
	10.45		10.22	DA 50	50.7		Butzville	100.0	36	4.40		12.15 P M		
	Ar 11.10 De 12.30		10.38	WC DA 56	56.4		Lisbon	94.3	79	4.22		11.45 A M		
	1.03		11.00 M 110	DA 63	64.0		Elliott	86.7	37	4.00		De 11.00 Ar 10.40		
	1.23		11.14	W DA 69	68.9		Englevale	81.8	45	3.47		10.20		
	1.55		11.35	DA 77	76.8		Verona	73.9	32	3.28		9.50		

JAMES RIVER AND OAKES BRANCHES		PASSENG'R		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 26A Nov. 4th, 1906 Succeeding No. 26		Distance from Oakes	Capacity of Side Tracks	PASSENG'R		FREIGHT	
FREIGHT No. 69	FREIGHT No. 109	First Class	First Class				STATIONS	First Class			First Class	Third Class	Third Class	
EX. MONDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	WC 8 TY	409	0.0	Jamestown	68.9	650	Ar 10.00 A M		Ar 8.45 A M		
	Ar 7.15 A M		Ar 6.00 P M	J			Jamestown	12.9	N					
	6.23		F 5.17	DD 13	12.9		Ypsilanti	56.0	95	F 10.36		9.30		
	5.58		4.58	DD 19	19.0		Montpelier	49.9	32	10.53		9.55		
	5.25		F 4.33	DD 26	26.4		Adrian	42.5	22	F 11.16		10.27		
	5.00		4.13	W DD 33	32.6		Dickey	36.3	74	11.33		10.53		
	4.25		F 3.45	DD 41	41.2		Grand Rapids	27.7	69	F 11.59 A M		11.30 A M		
De 3.55 A M	De 3.20 P M		De 3.20 P M	W DA 88	48.5		La Moure	20.4	151	Ar 12.25 P M		Ar 12.05 P M		

CASSETLON BRANCH		PASSENG'R		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Casselton	Time Table No. 26 June 10th, 1906 Succeeding No. 25C		Distance from End of Track	Capacity of Side Tracks	PASSENG'R		FREIGHT	
FREIGHT No. 159	FREIGHT No. 160	First Class	First Class				STATIONS	First Class			First Class	Third Class	Third Class	
EX. MONDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	CT	336	0.0	Casselton	60.1	225	Ar 5.50 P M		Ar 12.55 P M		
Mon., Wed., Fri.	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	CA			Casselton	1.4	N					
De 10.00 A M	De 9.15 A M		De 9.15 A M	DG 1	1.4		Langers	58.7	10	F				
	F			DG 4	3.7		Persis	56.4	10	F				
	10.25			DG 6	5.7		Myra	54.4	17	F		12.27 P M		
	10.55		9.52	DG 12	12.2		Embsden	47.9	38	5.13		11.59 A M		
				DG 17	16.5		Fabian	43.6	17	F				
	11.25		10.10	DG 19	18.6		Alice	41.5	30	4.55		11.25		
				DG 24	24.2		Elizabeth	35.9	10	F				
	11.55 A M		10.37 M 160	DG 27	27.3		Lucca	32.8	39	4.28		De 10.37 M 125		
	12.30 P M		10.51	DG 32	32.1		Nome	28.0	17	4.14		10.05		
	12.50		F 11.02	DG 36	36.3		Eastedge	23.8	18	4.03		9.40		
	1.30		11.15	C DG 41	40.7		Kathryn	19.4	39	3.48		9.10		
	2.10		11.34	DG 47	47.2		Hastings	12.9	17	3.28		8.40		
Ar 3.07 M 128	Ar 11.50 A M			DG 52	52.4		Litchville	7.7	39	3.12 M 159		8.10		
De 3.12	Ar 12.15 P M			CY DG 60	59.7		Marion	0.4	56	De 2.50 P M		De 7.30 A M		
				DG 61	60.1		End of Track	0.0						

FARGO & SOUTHWESTERN BRANCH		PASSENG'R		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 26A Nov. 4th, 1906 Succeeding No. 26		Distance from Streeter	Capacity of Side Tracks	PASSENG'R		FREIGHT	
FREIGHT No. 69	FREIGHT No. 109	First Class	First Class				STATIONS	First Class			First Class	Third Class	Third Class	
EX. MONDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	WY	DA 83	83.0	Oakes Junction	67.7	58	3.10 M 9		Ar 12.43 P M	9.28	
De 3.30 A M	2.21	De 3.10 P M	11.50 A M				La Moure	62.5	151	3.00 M 109		De 12.25 P M	9.05	
Ar 3.55 A M	Ar 2.45 M 108	Ar 3.20 P M	Ar 12.05 P M		DA 88	88.2	Oakes Junction	67.7	58	3.10 M 9		Ar 12.43 P M	9.28	
	De 3.30	De 3.20 P M	De 12.35 P M				La Moure	62.5	151	3.00 M 109		De 12.25 P M	9.05	
	4.08	EX. SUNDAY	1.05		DB 10	98.2	Berlin	52.5	31	2.37		EX. SUNDAY	8.30	
	4.30	FREIGHT No. III	F 1.25		DB 16	104.3	Medberry	46.4	30	F 2.23		FREIGHT No. III	8.06	
	Ar 4.50 P M	De 2.50 P M	Ar 1.40 P M		DB 21	109.6	Edgeley	41.1	53	De 2.10 P M		Ar 11.15 A M	De 7.45 A M	
			De 1.50 M 108		DB 26	117.6	Deisem	33.1	22	1.25		10.29		
			3.38		DB 26	117.6	Deisem	33.1	22	1.25		10.29		
			4.20		DB 34	125.4	Jud	25.3	36	1.05		9.37		
			5.02		W DB 41	132.6	Alfred	18.1	25	12.45		9.08		
			5.40		DB 48	139.6	Gackle	11.1	36	12.25 P M		8.30		
			Ar 6.40 P M		DB 59	150.7	Streeter	0.0	40	De 11.55 A M		De 7.30 A M		
			Ar 3.55 P M											
			EX. SUNDAY											
			(10.20)											
			10.6											

Registering stations—Fargo, Oakes Junction, La Moure, Edgeley and Streeter.
 Bulletin stations—Fargo and Edgeley.
 Standard clock—Fargo.
 Fargo yard extends from yard limit board west of P. & S. W. Junction to east end of Red River Bridge.
 The switches at Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.
 Switch at Edgeley Junction will be set and locked for Edgeley Spur.
 Edgeley yard limits extend from yard limit board 1/4 mile east of Edgeley Junction to end of Edgeley Spur.
 Derail switches must be kept set and locked for derail 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.

Registering and Bulletin stations—Casselton and Marion. Standard clock—Fargo.
 No. 125 has right over 128.
A. M. BURT,
 Superintendent.

West Bound.		COOPERSTOWN BRANCH.					East Bound.		
FREIGHT No. 167	PASSENG'R No. 115	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 26 June 10th, 1906 Succeeding No. 25B	Distance from McHenry	Capacity of Side Tracks	PASSENG'R No. 118	FREIGHT No. 166
Third Class	First Class				STATIONS			First Class	Third Class
EX. SUNDAY	EX. SUNDAY				Tel. Offices and Calls			EX. SUNDAY	EX. SUNDAY
De 8.00 A M	De 10.30 A M	W CY	385	0.0	Sanborn	62.6	243	Ar 4.30 P M	Ar 4.00 P M
8.47	10.55		DC 9	9.5	Rogers	53.1	48	3.59	2.40
9.25	11.16		DC 18	17.8	Dazey	44.8	69	3.36	1.35
9.50	F 11.28		DC 24	23.3	Walum	39.3	17	F 3.22	12.45
10.15	11.39 M 166	W 1/4 mile West	DC 27	26.5	Hannaford	36.1	41	3.10	De 12.05 P M Ar 11.34 A M
10.55 M 166	F 11.53 A M		DC 32	32.5	Shepard	30.1	30	F 2.52	10.55 M 167
Ar 11.55 A M De 12.15 P M	12.05 P M P 167	CT	DC 36	36.5	Cooperstown	26.1	100	2.42	10.30
12.55	F 12.15		DC 40	40.0	Lovell	22.6	22	F 2.31	9.57
1.27	12.29	W 2 1/2 miles West	DC 45	45.5	Jessie	17.1	37	2.20	9.32
Ar 2.04 De 2.09 M 167	12.43		DC 51	50.9	Binford	11.7	67	2.09 M 167	9.03
2.50	F 12.57	W 2 1/2 miles West	DC 56	56.0	Mose	6.6	13	F 1.55	8.35
Ar 4.00 P M	Ar 1.15 P M	CY	DC 63	62.6	McHenry	0.0	65	De 1.40 P M	De 8.00 A M
EX. SUNDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY
(8.00)	(2.45)				Time over District			(2.50)	(8.00)
7.8	22.7				Average Speed per Hour			22.1	7.8

West Bound.		DEVILS LAKE BRANCH.					East Bound.				
FREIGHT No. 155	FREIGHT No. 147	PASSENG'R No. 135	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 26 June 10th, 1906 Succeeding No. 25B	Distance from End of Track	Capacity of Side Tracks	PASSENG'R No. 138	FREIGHT No. 146	FREIGHT No. 156
Third Class	Third Class	First Class				STATIONS			First Class	Third Class	Third Class
EX. SUN.	EX. SUN.	EX. SUN.				Tel. Offices and Calls			EX. SUN.	EX. SUN.	EX. SUN.
De 7.00 A M	De 8.00 A M	De 11.40 A M	W C N 11	409	0.0	Jamestown	108.7	650	Ar 3.35 P M	Ar 4.00 P M	Ar 5.00 P M
7.25	8.25	F 11.58 A M	DE 7	6.4	Parkhurst	102.3	33	F 3.16	3.35	4.33	
7.50	8.55	12.16 P M	DE 14	13.4	Buchanan	95.3	27	2.58 P 146	De 3.08 P 146	4.03	
8.17	9.26	12.36	DE 21	21.2	Pingree	87.5	55	2.36	2.11	3.32	
8.40	9.55	12.54	W DE 28	27.8	Edmunds	80.9	24	2.18	1.42	3.05	
9.05	10.24	1.10 M 146	DE 35	34.5	Melville	74.2	39	2.00	De 1.10 M	2.37	
9.40	Ar 11.00 A M	1.35 M 156	CY DE 44	43.5	Carrington	65.2	123	De 1.35 M 135	De 12.30 P M	De 2.00 M 135	
10.10	EX. SUNDAY	F 1.47	W DE 48	48.2	Guptill	60.5	16	F 12.51	EX. SUNDAY	1.07	
10.35	See 147 Byk'ton Beh	1.58	DE 51	51.9	Barlow	56.8	77	12.40 P 156		De 12.50 P M	
Ar 11.30 A M De 12.30 P M		2.19	DE 60	59.6	New Rockford	49.1	130	12.20 M 155		Ar 12.20 P M	
1.04		F 2.37	DE 66	65.9	Divide	42.8	58	F 12.03 P M		Ar 11.00 M 155	
1.29		2.50	W DE 71	70.7	Sheyenne	38.0	38	11.51 A M		10.30	
2.15		3.15	W & Wye DE 79	79.4	Oberon	29.3	77	11.30		9.35	
2.36		F 3.26	DE 83	83.3	Lallie	25.4	30	F 11.20		9.17	
3.14		3.46	DE 90	90.2	Minnewaukan	18.5	100	11.02		8.48	
Ar 4.00 P M De 4.20		4.10 P 155	DE 99	98.7	Brinsmade	10.0	33	10.40		8.10	
Ar 5.00 P M		Ar 4.45 P M	W C DE 108	108.4	Leeds	0.3	69	De 10.15 A M		De 7.30 A M	
EX. SUNDAY		EX. SUNDAY	2 1/4 miles east DE 109	108.7	End of Track	0.0		EX. SUNDAY		EX. SUNDAY	
10.00		(5.05)			Time over District			(5.20)		(9.30)	
10.9		21.3			Average Speed per Hour			20.4		11.4	

West Bound.		OBERON BRANCH.					East Bound.	
MIXED No. 145		Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Oberon	Time Table No. 26 June 10th, 1906 Succeeding No. 25B	Distance from Rhodes	Capacity of Side Tracks	MIXED No. 148
Second Class					STATIONS			Second Class
EX. SUNDAY					Tel. Offices and Calls			EX. SUNDAY
De 3.30 P M		W C Wye	DE 79	0.0	Oberon	27.6	88	Ar 9.45 A M
F 3.50			DH 5	5.2	Genin	22.4	25	F 9.20
4.10			DH 10	10.2	Flora	17.4	25	8.55
4.40		W 1/2 mile East	DH 15	15.4	Maddock	12.2	40	8.25
5.00			DH 20	20.4	Hesper	7.2	25	7.40
5.15			DH 24	24.2	Pendennis	3.4	25	7.20
Ar 5.30 P M		CY	DH 28	27.6	Rhodes	0.0	55	De 7.00 A M
EX. SUNDAY								EX. SUNDAY
(2.00)					Time over District			(2.45)
13.8					Average Speed per Hour			10.0

West Bound.		SYKESTON BRANCH.					East Bound.				
MIXED No. 157		FREIGHT No. 147	PASSENG'R No. 165	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Carrington	Time Table No. 26 June 10th, 1906 Succeeding No. 25B	Distance from Turtle Lake	Capacity of Side Tracks	PASSENG'R No. 168	FREIGHT No. 146
Second Class		Second Cl's	First Class				STATIONS			First Class	Second Cl's
EX. SUNDAY		EX. SUNDAY	EX. SUNDAY				Tel. Offices and Calls			EX. SUNDAY	EX. SUNDAY
De 8.00 A M		De 1.00 P M	De 2.00 P M	W C Y	DE 44	0.0	Carrington	84.2	123	Ar 12.35 P M	Ar 11.30 A M
Ar 9.05 M 168 De 9.10		1.25	F 2.22	DF 7	6.7	Dover	77.5	Spur 8		F 12.13 P M	11.05
10.00		2.05	2.37	W DF 13	12.6	Sykeston	71.6	41	11.58 A M	10.40	
11.00 A M Ar.		2.35	2.57	DF 19	19.6	Heaton	64.6	30	11.38	9.55	
EX. SUNDAY		Ar 3.10 P M De 3.30	3.20 P 167	CY DF 27	27.3	Bowdon	56.9	37	11.15	9.25	
3.00		4.00	3.33	DF 32	32.3	Chaseley	51.9	23	11.02	8.35	
10.2		4.25	3.47	DF 38	37.8	Hurdfield	46.4	43	10.48	8.15	
		5.10	4.17	DF 47	47.2	Goodrich	37.0	23	10.18	7.35	
		Ar 6.00 P M	4.35	W DF 54	53.7	Denhoff	30.5	43	10.00	De 7.00 A M	
		10.00	5.10	CY DF 63	62.6	McCluskey	21.6	43	9.10 M 157	Ar 4.00 P M	
		11.00 A M Ar.	5.50	W DF 76	75.5	Mercer	8.7	25	8.30	1.45	
		EX. SUNDAY	EX. SUNDAY	CY DF 84	84.2	Turtle Lake	0.0	43	De 8.00 A M	De 1.00 P M	
		(10.00)	4.30			Time over District			(4.35)	(9.00)	
		18.7				Average Speed per Hour			18.4	10.8	

Registering and Bulletin Stations—Oberon and Rhodes.
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, Denhoff, Oberon, Leeds and Turtle Lake.
Bulletin Stations—Jamestown, Denhoff, 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 D. L. Branch freight trains will keep clear of trains 165 and 168.
No. 157 has right over No. 158.

Rule 288 is modified to the extent that extra trains may run ahead of third class trains without authority of train orders.

MIXED No. 173		Table No. 26 June 10th, 1906 Succeeding No. 25 B		MIXED No. 174	
Second Cl's		STATIONS		Second Cl's	
Tue., Thur. & Sat.		Telephone Offices and Calls		Mon., Wed. & Fri.	
Ar. 10.30 AM	WC Y	492	0.0	McKenzie	44.7
9.45		DK 13	12.9	Bessoba 14.9	31.8
9.00	W	DK 28	27.8	Hazelton 8.9	16.9
8.25		DK 37	36.7	Brofy 8.0	8.0
De 8.00 AM	WC Y	DK 45	44.7	Linton	0.0
Tue., Thur. & Sat.		Time over District		Mon., Wed. & Fri.	
(2.30)				(3.00)	
17.8		Average Speed per Hour		14.9	

Registering Stations—McKenzie and Linton.

Bulletin Station—Mandan.

Standard Clock—Mandan.

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 Fargo.	
Dalrymple	17.9 Miles
Gorman	54½ Miles
MAIN LINE	
Distance from Jamestown.	
Bismarck Penitentiary Spur	98½ Miles
Bismarck Military Spur	99½ "
Bismarck Water Works Spur	102¾ "
DEVIL'S LAKE BRANCH.	
Farquer 39 miles from Jamestown	
Garland 47 "	" " " (Sykeston Beh.)
JAMES RIVER & OAKES BRANCH.	
Reeves Spur 7¼ miles from Jamestown	

Location of Derail Switches. DAKOTA DIVISION.

MAIN LINE—First District.

STATION	TRACK	WHERE LOCATED
Fargo	Old house track	East end.
Mapleton	House track	West end.
Greene	Elevator track	Both ends.
Dalrymple	Elevator track	West end.
Glacis	Commercial track	Both ends.
Wheatland	House track	Both ends.
Wheatland	Elevator track, north	Both ends.
Magnolia	Loading track	East end.
Buffalo	House track	Both ends.
Buffalo	Elevator track, north	Both ends.
Tower City	Elevator Spur	East end.
Tower City	House track	Both end.
Oriska	House track	East end.
Gorman	Spur track	West ends.
Berea	Elevator track	East end.
Hobart	Elevator track	Both ends.
Sanborn	Storage track	East end.
Sanborn	Stock yard track	West end.
Eckelson	Elevator track	Both ends.
Urbana	Elevator track	East end.
Spiritwood	House track	East end.
Bloom	Elevator track	East end.

Second District.

Eldridge	House track	Both ends.
Windsor	House track	Both ends.
Medina	House track	Both ends.
Dawson	House track	West end.
Steele	House track	Both ends.
Geneva	House track	Both ends.
Driscoll Tank	Spur track	West end.
Sterling	House track	Both ends.
McKenzie	Stock yard track	East end.

BRANCH LINES.

Fargo & Southwestern.

Lisbon	Wood Spur	West end.
Elliott	House track	East end.
Elliott	Grain spur	East end.
Verona	Side track	West end.
Oakes Junction	North track	West end.
Oakes Junction	South track	West end.
Medberry	Side track	East end.
Edgeley	Milwaukee Transfer	
Deisem	Side Track	West end.
Jud	Side Track	East end.
Alfred	Side Track	East end.

Cooperstown Branch.

Dazey	House track	East end.
Shepard	Siding	East end.
Binford	Gravel pit	West end.

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.

Casselton Branch.

Kathryn	House track	East end.
Nome	House Track	West end.

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHERS (S).

DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd
 DR. PAUL SORKNESS, Fargo (S). & Fargo Shops
 DR. J. P. AYLEN, Sheldon.
 DR. A. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. W. R. CLAYBAUGH, Litchville.
 DR. A. J. JAMESON, Wheatland.
 DR. S. B. CLARK, Buffalo.

DR. E. A. PRAY, Valley City (S).
 DR. A. A. J. LANG, Sanborn.
 DR. C. L. BRIMI, Cooperstown (S).
 DR. J. A. RANKIN, Jamestown (S).
 Jamestown, Tool Car (S).
 DR. T. P. MARTIN, LaMoure.
 DR. M. W. MIRACLE, Edgeley.
 DR. H. P. BOARDMAN, Oakes (S).
 DR. J. R. MCKENZIE, Carrington (S).

DR. C. McLACHLAN, New Rockford.
 DR. W. M. BARTLEY, Sheyenne.
 DR. JOHN CRAWFORD, Rhodes.
 DR. J. W. WARREN, Leeds (S).
 DR. T. S. PRYSE, Dawson.
 DR. W. L. GORDON, Steele.
 DR. F. R. SMYTH, Bismarck (S).
 DR. G. B. FURNESS, Mandan (S).
 DR. H. A. BEAUDOUX, Oculist, Fargo.

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees 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.

F. L. BIRDSALL,

PIERCE BLEWETT,

W. E. BERNER,

Train Masters.

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,

Asst. Train Master.

W. G. HOWLAND,

Chief Dispatcher.