

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 36A 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

SUNDAY, JUNE 2nd, 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.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. H. STRACHAN,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE).

EASTWARD

THIRD CLASS	SECOND CLASS			FIRST CLASS				Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 36A. JUNE 2, 1912. Succeeding No. 36.				Distance from Mandan	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS		THIRD CLASS		
	779	467	605	603	7	5	3				1	STATIONS					2	4	6	8	468	602	780
WAY FREIGHT	MIXED	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER	WC OTY			Telegraph Offices and Calls.						PASSENGER	PASSENGER	PASSENGER	PASSENGER	MIXED	FREIGHT	WAY FREIGHT
Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	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		409	0.0	JY.....JAMESTOWN.....DN	107.3	980	As 10:28 PM	As 1:08 PM	As 6:05 AM	As 6:35 PM			A 10:25 AM	A 5:00 PM		
6:45		4:48	10:05	11:41	7:09	8:55	8:14		414	4.5	BX.....BERNER.....N	102.8	73	10:14	12:51	5:50	6:20			10:05	4:45		
6:55		4:57	10:18	11:45	7:12	8:59	8:17		416	7.0	EG.....ELDRIDGE.....D	100.3	134	10:10	12:47	5:46	6:15			9:50	4:35		
7:20		5:16	10:35	11:58 AM	7:20	9:08	8:25		421	12.0	.....OSWEGO.....P	95.3	73	10:02	12:37	5:37	6:05			9:35	3:45	
7:40		5:31	11:00	12:10 PM	7:30	9:19	8:35	W	425	16.2	WR.....WINDSOR.....DN	91.1	146	9:56	12:30	5:31	5:59			9:19	3:30		
8:00		5:50	11:15	12:20	7:35	9:24	8:41		429	20.0	CD.....CLEVELAND.....D	87.3	73	9:50	12:20	5:28	5:48			8:58	3:10		
8:35		6:18	11:35 AM	12:39	7:41	9:32	8:48		434	25.6	.....DON.....P	81.7	73	9:41	12:18	5:15	5:35			8:35	2:48	
9:10		6:35	12:07 PM	12:37	7:45	9:37	8:52	W	438	28.7	MD.....MEDINA.....DN	78.6	136	9:34	12:07	5:08	5:28			8:05	2:25		
9:41		6:47	12:38	12:42	7:48	9:41	8:55		440	31.4	.....SOUTHDOWN.....P	75.9	73	9:31	12:04 PM	5:04	5:21			7:50	2:12	
10:17		7:15	12:53	12:53	7:56	9:50	9:08		446	37.5	CS.....CRYSTAL SPRINGS.....N	69.8	145	9:28	11:56 AM	4:54	5:11			7:18	1:40		
10:45		7:43	1:23	12:59	8:01	9:56	9:08		450	41.7	.....LADOGA.....P	65.6	148	9:18	11:51	4:49	5:04			7:00	1:23	
11:10		8:01	1:40	1:05	8:05	10:01	9:13		454	44.7	TP.....TAPPEN.....D	62.6	74	9:13	11:46	4:44	4:57			6:45	1:05		
11:37 AM		8:33	2:07	1:19	8:17	10:18	9:25	WO	459	50.3	DO.....DAWSON.....DN	57.0	168	9:02	11:37	4:35	4:45			6:20	12:20 PM		
12:10 PM		8:51	2:32	1:25	8:22	10:18	9:30		463	53.2	.....SIFTON.....P	54.1	73	8:52	11:26	4:28	4:27			6:08	11:05	
12:30		9:16	2:56	1:36	8:22	10:27	9:37		467	58.1	ST.....STEELE.....DN	49.2	150	8:45	11:20	4:16	4:20			5:52	10:50		
1:24		9:38	3:14	1:40	8:40	10:31	9:41		470	61.0	.....RANKIN.....P	46.3	73	8:40	11:15	4:12	4:18			5:43	10:31	
1:48		10:00	3:46	1:48	8:46	10:39	9:49		474	65.7	.....GENEVA.....P	41.6	75	8:32	11:08	4:05	4:06			5:25	10:00	
2:16		10:15	4:01	1:55	8:50	10:45	9:58		478	68.9	DR.....DRISCOLL.....D	38.4	146	8:28	11:08	4:01	4:01			5:15	9:45		
2:35		10:33	4:30	2:03	8:56	10:54	10:00		483	73.8	.....ANGORA.....P	33.5	73	8:21	10:54	3:52	3:51			4:58	9:15	
3:05		10:46	4:42	2:09	8:59	11:01	10:04	W	486	76.5	SO.....STERLING.....DN	30.8	132	8:17	10:51	3:48	3:46			4:50	9:00		
3:31		11:44 AM	5:15	2:20	9:07	11:10	10:12	WY	492	83.3	MZ.....McKENZIE.....D	24.0	161	8:07	10:41	3:37	3:31			4:28	8:30		
3:50		12:07 PM	5:41	2:30	9:13	11:18	10:20		497	88.7	BU.....BURLEIGH.....DN	18.6	146	8:00	10:33	3:29	3:20			4:11	8:08		
4:10		12:28	6:07	2:40	9:20	11:26	10:28		506	93.0	.....APPLE CREEK.....P	13.4	74	7:52	10:26	3:21	3:10			3:54	7:47	
4:22		12:37	6:20	2:45	9:23	11:30	10:32		508	96.9	.....PIERCE.....P	10.4	73	7:49	10:22	3:17	3:05			3:45	7:35	
4:45	L 7:15 AM	12:50	6:45	2:55	9:25	11:46 AM	10:45	W	510	101.5	BI.....BISMARCK.....DN	5.8	145	7:43	10:14	3:10	2:55	A 6:10 PM		3:30	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	107.3	A.....MANDAN.....DN	0.0	450	L 7:30 PM	L 10:00 AM	L 2:55 AM	L 2:35 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	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; elevator track, east 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 Windsor 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, Dawson, 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 at Rankin for No. 5. No. 8 will take siding at Jamestown passenger station for No. 5. 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 & Wyes	Station Numbers	Distance from Oakes	Time Table No. 36-A. JUNE 2, 1912. Succeeding No. 86. STATIONS Telegraph Offices and Calls		Distance from Jamestown	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
787 WAY FREIGHT Tu., Thu. and Sat.	135 PASSENGER Except Sunday				136 PASSENGER Except Sunday	788 WAY FREIGHT Mo., We. and Fr.				
L 8.00 AM	L 8.45 PM	WCY	DD 69	0.0	OX.....OAKES.....D	69.0	72	A 1.40 PM	A 3.40 PM	
s 8.30	s 3.05 783		DD 62	7.5	GR.....GLOVER.....D	61.4	42	s 1.20	s 3.05 135	
s 9.00 AM	s 3.35 PM	Y	DA 83	15.2	.....INDEPENDENCE.....	53.7	58	s 1.00 PM	s 2.30 PM

See Current Time Table of the Fargo Division.

s 10.00 AM	s 3.40 PM	WYC	DA 83	20.4	OR.....LA MOURE.....D	48.5	151	s 12.15 PM	s 12.30 PM
s 10.38	s 3.59		DD 41	27.7	GD.....GRAND RAPIDS.....D	41.2	69	s 11.55 AM 788	s 11.55 AM 136
s 11.35 130	s 4.30		DD 38	36.3	DQ.....DICKEY.....D	32.6	74	s 11.35 787	s 11.05
s 11.50 AM	s 4.37	W	DD 26	42.5	DN.....ADRIAN.....D	26.4	22	s 11.20	s 10.25
s 12.35 PM	s 4.56		DD 19	49.9	MP.....MONTPELIER.....D	10.0	32	s 11.02	s 9.35
s 1.05	s 5.13		DD 13	59.0	PI.....YPSILANTI.....D	12.9	95	s 10.48	s 9.00
f 1.30	f 5.38		DD 7	61.7	.....REEVES.....	7.2	Spur 5	f 10.34	f 8.30
A 2.00 PM	A 5.50 PM	WCY OTY	409	69.9	JY.....JAMESTOWN.....DN	0.0	980	L 10.20 AM	L 8.00 AM
Tu., Thu. and Sat. 6.00	Except Sunday 3.05				.....Time Over Sub-division.....			Except Sunday 3.20	Mo., We. and Fr. 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.
 No. 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** **EASTWARD**
(SYKESTON BRANCH)

THIRD CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables & Wyes	Station Numbers	Distance from Carrington	Time Table No. 36-A. JUNE 2, 1912. Succeeding No. 86. STATIONS Telegraph Offices and Calls		Distance from Turtle Lake	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
785 WAY FREIGHT Mo., We. and Fri.	133 PASSENGER Except Sunday				134 PASSENGER Except Sunday	786 WAY FREIGHT Tu., Thu. and Sat.				
L 9.30 AM	L 2.15 PM 780	CY	DE 44	0.0	CN.....CARRINGTON.....D	85.0	123	A 12.50 PM	A 2.10 PM 133	
f 10.05	s 3.30		DF 7	7.2	.....DOVER.....	77.8	10	f 12.28	s 1.40
s 10.55	s 2.47	W	DF 13	13.2	SQ.....SYKESTON.....D	71.8	41	s 12.13 PM	s 1.15	
s 11.53 AM 134	s 3.05		DF 19	20.2	H.....HEATON.....D	64.8	30	s 11.53 AM 785	s 12.40 PM	
s 1.00 PM	s 3.25		DF 27	27.8	BD.....BOWDON.....D	57.2	37	s 11.30	s 11.55 AM	
s 1.20	s 3.38		DF 32	33.1	CH.....CHASELEY.....D	51.9	23	s 11.17 786	s 11.17 134	
s 2.00	s 3.52	W 4 mi W	DF 38	38.8	HD.....HURDSFIELD.....D	46.2	43	s 11.03	s 10.33	
s 2.50	s 4.22		DF 47	48.0	GH.....GOODRICH.....D	37.0	23	s 10.33	s 9.50	
s 3.45	s 4.40	WCY	DF 54	54.5	DF.....DENHOFF.....D	30.5	43	s 10.15	s 9.20	
s 4.35	s 5.10		DF 63	63.5	MC.....McCLUSKY.....D	21.5	43	s 9.50	s 8.30	
s 5.45 133	s 5.45 785	W 1 mi E	DF 76	76.4	RC.....MERCER.....D	8.6	25	s 9.15	s 7.50	
A 6.25 PM	A 6.15 PM	CY	DF 84	85.0	TU.....TURTLE LAKE.....D	0.0	43	L 8.50 AM	L 7.20 AM	
Mo., We. and Fri. 8.55	Except Sunday 4.00				.....Time Over Sub-division.....			Except Sunday 4.00	Tu., Th. and Sat. 6.50
9.5	21.2				.....Average Speed per Hour.....			21.2	12.5

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 freights 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 & Wyes	Station Numbers	Distance from Jamestown	Time Table No. 36-A. JUNE 2, 1912. Succeeding No. 86. STATIONS Telegraph Offices and Calls		Distance from Leeds	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
781 WAY FREIGHT Except Sunday	131 PASSENGER Except Sunday				132 PASSENGER Except Sunday	782 WAY FREIGHT Except Sunday				
L 5.30 AM	L 12.05 PM	WCY OTY	409	0.0	JY.....JAMESTOWN.....DN	108.4	950	A 4.00 PM	A 4.30 PM	
f 5.55	f 12.20		DE 7	6.4	.....PARKHURST.....	102.0	33	f 3.31	f 4.10
s 6.20	s 12.37		DE 14	13.4	BC.....BUCHANAN.....D	95.0	27	s 3.13	s 3.45	
s 6.47	s 12.55		DE 21	21.2	PN.....PINGREE.....D	87.2	55	s 2.55	s 3.20	
s 7.10	s 1.11	W	DE 28	27.8	EM.....EDMUNDS.....D	80.6	24	s 2.35	s 2.55	
s 7.35	s 1.28		DE 35	34.5	MV.....MELVILLE.....D	73.9	30	s 2.12	s 2.30	
s 8.10	s 1.50 782 2.00	CY	DE 44	43.5	CN.....CARRINGTON.....D	64.0	123	s 1.50 131 1.40 782	s 1.55 131 1.30 132	
f 9.00	f 2.15	W 1 1/2 mi E	DE 48	48.2	.....GUPTILL.....	60.2	16	f 1.30	f 12.30
s 9.30	s 2.30		DE 51	51.0	BW.....BARLOW.....D	56.5	77	s 1.22	s 12.10 PM	
s 10.20	s 2.53		DE 60	59.6	NR.....NEW ROCKFORD.....D	48.8	130	s 1.08	s 11.30 AM	
f 10.50 782	f 3.10		DE 66	65.9	.....DIVIDE.....	42.5	58	f 12.48	f 10.50 781
s 11.30 AM	s 3.23	W	DE 71	70.7	NY.....SHEVENNE.....D	37.7	38	s 12.33	s 10.10	
s 12.15 PM 132	s 3.45	WY	DE 79	79.4	OB.....OBERON.....D	29.0	77	s 12.15 781	s 9.30	
f 1.09	f 3.55		DE 83	83.3	.....LALLIE.....	25.1	30	f 12.04 PM	f 8.50
s 1.40	s 4.15		DE 90	90.2	MW.....MINNEWAUKAN.....D	18.2	100	s 11.46 AM	s 8.20	
s 2.20	s 4.40		DE 99	98.7	BR.....BRINSMADE.....D	9.7	23	s 11.24	s 7.40	
A 3.00 PM	A 5.05 PM	WCY 2 1/2 mi E	DE 103	103.4	LD.....LEEDS.....D	0.0	69	L 11.00 AM	L 7.00 AM	
Except Sunday 9.30	Except Sunday 5.00				.....Time Over Sub-division.....			Except Sunday 5.00	Except Sunday 9.30
11.3	21.7				.....Average Speed per Hour.....			21.7	11.3

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 Time Table No. 36-A, June 2, 1912. Columns include Second Class (463), Stations (OB, GENIN, FLORA, MADDOCK, HESPER, PENDENNIS, ESMOND), Distance from Oberon, and Car Capacity of Sidings.

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

Table for Seventh Sub-Division showing Time Table No. 36-A, June 2, 1912. Columns include Second Class (467), Stations (MANDAN, JUNCTION, SCHMIDT, HUFF, GWYTHER, CANNON BALL JCT., SOLEN, PARKIN, TIMMER, GALL, FLASHER, LARK, THIAN, CARSON, HEIL, ELGIN, NEW LEIPZIG, ODESSA, BURT, MOTT), Distance from Mandan, and Car Capacity of Sidings.

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.

WESTWARD SIXTH SUB-DIVISION (LINTON BRANCH) EASTWARD

Table for Sixth Sub-Division (Linton Branch) showing Time Table No. 36-A, June 2, 1912. Columns include Second Class (465), Stations (McKENZIE, BURDICK, MOFFITT, BESSOBA, DANA, HAZELTON, TEMVIK, LINTON), Distance from Linton, and Car Capacity of Sidings.

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.

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
First Sub-division—Westward.												
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
First Sub-division—Eastward.												
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	
Third Sub-division—Westward.												
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				
Third Sub-division—Eastward.												
Leeds to Divide.....	590	15	860	21	885	22	1055	26				
Divide to Jamestown.....	1280	32	1655	41	1710	43	2265	56				
Fourth Sub-division—Westward.												
Carrington to Sykeston.....	1085	27	1570	39	1615	40	1920	48				
Sykeston to Turtle Lake.....	725	18	1060	26	1090	27	1300	32				
Fourth Sub-division—Eastward.												
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				
Fifth Sub-division—Westward.												
Oberon to Maddock.....	1280	32	1855	46	1910	48	2265	56				
Maddock to Esmond.....	820	21	1200	30	1225	31	1460	37				
Fifth Sub-division—Eastward.												
Esmond to Maddock.....	820	21	1200	30	1225	31	1460	37				
Maddock to Oberon.....	1410	35	2035	51	2100	52	2485	62				
Second Sub-division—Westward.												
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				
Second Sub-division—Eastward.												
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				
Sixth Sub-division—Westward.												
Linton to Hazelton.....	590	15	860	21	885	22	1055	26				
Hazelton to McKenzie.....	1410	35	2035	51	2100	52	2485	62				
Sixth Sub-division—Eastward.												
McKenzie to Linton.....	490	12	720	18	735	18	885	22				
Seventh Sub-division—Westward.												
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		
Seventh Sub-division—Eastward.												
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.

FOURTH SUB-DIVISION.
 GARLAND..... 47 MILES FROM JAMESTOWN.

AUTHORIZED SURGEONS, DAKOTA DIVISION

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|---|-------------------------------------|
| 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. FRED C. SOPER, Medina. | DR. W. VAN DE ERVE, Pingree. |
| DR. T. S. PRYSE, Dawson. | DR. C. A. OLSON, Oberon. |
| DR. F. B. LODGE, Steele. | DR. A. E. DONKER, Goodrich. |
| DR. F. R. SMITH, Bismarck (S). | DR. O. W. McCLUSKY, Carrington (S). |
| DR. D. A. SCHIPFER, Bismarck (S). | DR. JOHN CRAWFORD, Esmond. |
| DR. H. O. ALTNOW, Mandan (S). | DR. E. L. PAULSON, Turtle Lake. |
| DR. R. R. HOGUE, Linton. | DR. W. McLACHLAN, New Rockford. |
| DR. A. E. HILLIS, La Moure. | DR. J. F. WARREN, Leeds (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, 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.

