

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 38 TABLE

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

(Except Eighth and Ninth Sub-Divisions)

Mountain or 105th Meridian Time for Eighth and Ninth Sub-Divisions

SUNDAY, APRIL, 27th, 1913.

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

Time Table No. 38. APRIL 27, 1913. Succeeding No. 37. STATIONS. Table with columns for Third Class, Second Class, First Class, and Third Class, listing stations from Jamestown to Mandan with arrival and departure times.

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, Cleveland, 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. 3 will stop at McKenzie except Sunday. Rule 316 is modified as follows: Where the telephone is used signalmen will transmit the words represented by the figures.

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 Oakes	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.		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 Fri.				
L 8.00 AM	L 9.45 PM	WCY	DD 69	0.0	OX.....OAKES.....D	68.0	72	A 1.40 PM	A 3.40 PM	
s 8.30	s 3.05 788		DD 62	7.5	GR.....GLOVER.....D	61.4	35	s 1.20	s 3.05 135	
s 9.00 AM	s 3.35 PM	Y	DA 83	15.2	.....INDEPENDENCE.....	53.7	68	s 1.00 PM	s 2.30 PM

See Current Time Table of the Fargo Division.

LA MOURE.		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Oakes	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.		Distance from Jamestown	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
10.00 AM	8.40 PM				OR.....LA MOURE.....D	48.5			151	12.15 PM	13.30 PM
s 10.38	s 8.59		DD 41	27.7	OD.....GRAND RAPIDS.....D	41.2	60	s 11.55 AM 788	s 11.55 AM 135	
s 11.35 135	s 4.20		DD 33	36.3	DO.....DICKEY.....D	32.6	69	s 11.35 787	s 11.05	
s 11.59 AM	s 4.37	W	DD 20	42.5	DN.....ADRIAN.....D	20.4	18	s 11.20	s 10.25	
s 12.35 PM	s 4.56		DD 19	49.0	MP.....MONTPELIER.....D	10.0	26	s 11.02	s 9.35	
s 1.05	s 5.19		DD 13	56.0	PI.....YPSILANTI.....D	12.9	84	s 10.48	s 9.00	
f 1.30	s 5.28		DD 7	61.7	.....REEVES.....	7.2	Spur 8	f 10.34	f 8.30
A 2.00 PM	A 6.50 PM	WCY	OTY	400	JY.....JAMESTOWN.....DN	0.0	980	L 10.20 AM	L 8.00 AM	
Tu., Thu. and Sat.	Except Sunday				.....Time Over Sub-division.....			Except Sunday	No., We. and Fri.
0.00	3.05				.....Average Speed per Hour.....			3.20	7.40
11.5	22.3							20.7	9.0	

WESTWARD		THIRD SUB-DIVISION (DEVILS LAKE BRANCH)				EASTWARD						
THIRD CLASS	SECOND CLASS	FIRST CLASS	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.		Distance from Leads	Car Capacity of Sidings	FIRST CLASS	SECOND CLASS	THIRD CLASS
781 WAY FREIGHT Except Sunday	471 MIXED Except Sunday	131 PASSENGER Except Sunday				132 PASSENGER Except Sunday	472 MIXED Except Sunday			782 WAY FREIGHT Except Sunday		
L 5.30 AM	L 9.00 AM	L 12.05 PM	WCY	OTY	409	0.0	JY.....JAMESTOWN.....DN	108.4	980	A 4.00 PM	A 6.15 PM	A 4.30 PM
f 5.55	f 9.25	f 12.20			DE 7	6.4	.....PARKHURST.....	102.0	28	f 3.31	f 5.40	f 4.10
s 6.20	f 9.50	s 12.37			DE 14	13.4	BC.....BUCHANAN.....D	95.0	27	s 3.13	f 5.20	s 3.45
s 6.47	A 10.20 AM	s 12.55			DE 21	21.2	PN.....PINGREE.....D	87.2	86	s 2.55	L 5.00 PM	s 3.20
s 7.10		s 1.11	W		DE 28	27.8	EM.....EDMUNDS.....D	80.0	35	s 2.35		s 2.55
s 7.35		s 1.28			DE 35	34.5	MV.....MELVILLE.....D	73.9	33	s 2.12		s 2.30
s 8.10		s 1.50 131 1.40 782	CY		DE 44	43.5	CN.....CARRINGTON.....D	64.0	134	s 1.50 1.40		s 1.55 1.30 132
f 9.00		f 2.15	W 1 1/2 mi E		DE 48	48.2	.....GUPILL.....	60.2	29	f 1.30		f 12.30
s 9.30		s 2.30			DE 51	51.9	BW.....BARLOW.....D	56.5	35	s 1.22		s 12.10 PM
s 10.20		s 2.53			DE 60	59.6	NR.....NEW ROCKFORD.....D	48.8	85	s 1.08		s 11.30 AM
f 10.50 782		f 3.10			DE 66	65.9	.....DIVIDE.....	42.5	36	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 70	79.4	OB.....OBERON.....D	20.0	77	s 12.15 781		s 9.30
f 1.09		f 3.55			DE 53	83.3	.....LALLIE.....	25.1	25	f 12.04 PM		f 9.00
s 1.40		s 4.15			DE 90	90.2	MW.....MINNEWAUKAN.....D	18.2	57	s 11.46 AM		s 8.35
s 2.20		s 4.40			DE 99	98.7	BR.....BRINSMADE.....D	9.7	49	s 11.24		s 8.10
A 3.00 PM		A 5.05 PM	WCY		DE 103	108.4	LD.....LEEDS.....D	0.0	80	L 11.00 AM		L 7.30 AM
Except Sunday	Except Sunday	Except Sunday					.....Time Over Sub-division.....			Except Sunday	Except Sunday	Except Sunday
9.30	1.20	5.00								5.00	1.15	9.
11.3	16.0	21.7					.....Average Speed per Hour.....			21.7	17.0	12.0

WESTWARD		FOURTH SUB-DIVISION (WILTON BRANCH)				EASTWARD				
SECOND CLASS	471 MIXED Except Sunday	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Pingree	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.		Distance from Wilton	Car Capacity of Sidings	SECOND CLASS	472 MIXED Except Sunday
					Telephone Offices					
L 10.30 AM	L 10.30 AM	W 3 m west	DE 21	0.0	.....PINGREE.....D	92.8	80	A 4.55 PM	
s 11.15 AM	s 11.15 AM		DR 9	8.8	.....YASHTI.....	84.0	25	s 4.10	
f 12.15 PM 1.00	f 12.15 PM 1.00	W	DR 20	20.5	.....WOODWORTH.....D	72.3	45	s 3.15	
s 2.05 472	s 2.05 472		DR 32	31.9	.....PETTIBONE.....D	60.9	25	s 2.05 471	
s 3.15	s 3.15	WC	DR 45	44.7	.....ROBINSON.....D	48.1	45	f 1.00 12.30 PM	
s 4.08	s 4.08		DR 55	54.0	.....TUTTLE.....	38.2	25	s 11.50 AM	
s 5.23	s 5.23	W	DR 69	68.0	.....WING.....D	24.2	45	s 10.55	
s 6.33	s 6.33		DR 81	80.7	.....REGAN.....	12.1	25	s 10.05	
s 6.55	s 6.55		DR 86	85.8	.....STILL.....	7.0	Spur 15	s 9.45	
A 7.30 PM	A 7.30 PM	WCY	DR 93	92.8	.....WILTON.....D	0.0	50	L 9.15 AM	
Except Sunday	Except Sunday				.....Time Over Sub-division.....			Except Sunday	
9.00	9.00							7.40		
10.3	10.3				.....Average Speed per Hour.....			12.1	

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

REGISTERING STATIONS—Jamestown, Pingree, 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 first class trains between Devils Lake Junction and the passenger depot at Jamestown.

Fifth 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.

No. 471 will start from Jamestown Passenger Station; No. 472 will terminate at Jamestown Passenger Station.

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

REGISTERING STATIONS.—Pingree and Wilton.

BULLETIN STATIONS.—Jamestown and Wilton.

STANDARD CLOCK.—Jamestown.

Fourth Sub-division trains will protect themselves against Third Sub-division trains between "WYE" Switch and Pingree, and keep clear of trains 131 and 132.

WESTWARD		FIFTH SUB-DIVISION (SYKESTON BRANCH)										EASTWARD			
THIRD CLASS		FIRST CLASS		Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Carrington	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.			Distance from Turtle Lake	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
785 WAY FREIGHT Mo., We. and Fri.		133 PASSENGER Except Sunday					STATIONS Telegraph Offices and Calls					134 PASSENGER Except Sunday		786 WAY FREIGHT Tu., Thu. and Sat.	
L 9.30AM	L 2.15PM	CY	DE 44	0.0	CN.....CARRINGTON.....D	85.0	134	A 12.50PM	A 2.10PM						
f 10.05	s 3.30		DF 7	7.2	.....DOVER.....D	77.8	15	s 12.28	s 1.40					
s 10.55	s 3.47	W	DF 13	13.2	SQ.....SYKESTON.....D	71.8	34	s 12.13PM	s 1.15						
s 11.53AM	s 3.05		DF 19	20.2	H.....HEATON.....D	64.8	30	s 11.53AM	s 12.40PM						
s 1.00PM	s 3.25		DF 27	27.8	BD.....BOWDON.....D	57.2	37	s 11.30	s 11.55AM						
s 1.30	s 3.38		DF 32	33.1	CH.....CHASELEY.....D	51.9	20	s 11.17	s 11.17						
s 2.00	s 3.52		DF 39	38.8	HD.....HURDSFIELD.....D	48.2	40	s 11.08	s 10.38						
s 2.50	s 4.23		DF 47	48.0	GH.....GOODRICH.....D	37.0	23	s 10.38	s 9.50						
s 3.45	s 4.40	WCY	DF 54	54.5	DF.....DENHOFF.....D	30.5	27	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	s 5.45	W 1 mi E	DF 70	70.4	RC.....MERCER.....D	8.0	25	s 9.15	s 7.50						
A 6.25PM	A 6.15PM	CY	DF 84	85.0	TU.....TURTLE LAKE.....D	0.0	01	L 8.50AM	L 7.20AM						
Mo. We. and Fri. 8.55	Except Sunday 4.00				.....Time Over Sub-division.....			4.00	6.50					
9.5	21.2				.....Average Speed per Hour.....			21.2	12.5					

WESTWARD		SEVENTH SUB-DIVISION (LINTON BRANCH)										EASTWARD	
SECOND CLASS		MIXED		Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from McKenzie	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.			Distance from Linton	Car Capacity of Sidings	SECOND CLASS	
465		466					STATIONS Telephone Offices and Calls					466	
L 8.40PM	L 8.40PM	WCY	492	0.0	.....McKENZIE.....D	44.7	101	A 10.30AM	A 10.30AM				
f 4.00	f 4.00		DK 7	6.0	.....BURDICK.....D	37.8	20	f 10.05	f 10.05				
s 4.15	s 4.15		DK 11	11.6	.....MOFFITT.....P	33.1	Spur 5	s 9.50	s 9.50				
s 4.20	s 4.20		DK 13	12.9	.....BESSOBA.....P	31.8	20	s 9.45	s 9.45				
f 4.40	f 4.40		DK 19	10.7	.....DANA.....D	25.0	Spur 3	f 9.25	f 9.25				
s 5.10	s 5.10	W	DK 28	27.8	.....HAZELTON.....D	16.9	31	s 9.00	s 9.00				
s 5.40	s 5.40		DK 37	36.7	.....TEMVIK.....D	8.0	20	s 8.25	s 8.25				
A 6.10PM	A 6.10PM	WCY	DK 45	44.7	.....LINTON.....D	0.0	94	L 8.00AM	L 8.00AM				
Except Sunday	Except Sunday				.....Time Over Sub-division.....			2.30	2.30				
2.30	2.30				.....Average Speed per Hour.....			17.8	17.8				

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

REGISTERING STATIONS—McKenzie and Linton.
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		SIXTH SUB-DIVISION (OBERON BRANCH)										EASTWARD	
SECOND CLASS		MIXED		Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from Oberon	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37.			Distance from Esmond	Car Capacity of Sidings	SECOND CLASS	
463		464					STATIONS Telegraph Offices and Calls					464	
L 4.00PM	L 4.00PM	WCY	DE 79	0.0	OB.....OBERON.....D	27.6	77	A 11.30AM	A 11.30AM				
s 4.20	s 4.20		DH 5	5.2	.....GENIN.....D	22.4	25	s 11.00	s 11.00				
s 4.40	s 4.40		DH 10	10.2	FA.....FLORA.....D	17.4	25	s 10.35	s 10.35				
s 5.10	s 5.10	W 2 mi E	DH 15	15.4	MK.....MADDOCK.....D	12.2	49	s 10.00	s 10.00				
s 5.30	s 5.30		DH 20	20.4	.....HESPER.....D	7.2	20	s 9.10	s 9.10				
s 5.45	s 5.45		DH 24	24.2	.....PENDENNIS.....D	3.4	20	s 8.55	s 8.55				
A 6.00PM	A 6.00PM	WCY	DH 28	27.6	ES.....ESMOND.....D	0.0	65	L 8.45AM	L 8.45AM				
Except Sunday	Except Sunday				.....Time Over Sub-division.....			2.45	2.45				
2.00	2.00				.....Average Speed per Hour.....			10.00	10.00				

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

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

EASTWARD

THIRD CLASS		FIRST CLASS	Water, Fuel, Sealer, Turn Tables and Wyes	Station Numbers	Distance from Junction	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37. Mountain or 105th Meridian Time.		Distance from Next	Car Capacity of Sidings	FIRST CLASS	THIRD CLASS
783	137	138				784					
FREIGHT	PASSENGER	PASSENGER	FREIGHT								
Mon., Wed. and Fri.	Except Sunday.	Except Sunday.	Tues., Thurs. and Sat.								
L 7.00AM	L 9.35PM	WOC TX	515		A.....MANDAN.....DN	0.0	980	A 1.20PM	A 5.00PM		
7.05	9.38		514	0.0	.....JUNCTION.....	11.0	No Siding	1.17	4.40		
s 7.40	s 8.05		DJ 13	11.9	.....SCHMIDT.....	7.3	34	s 12.49	s 4.00		
s 8.10	s 3.23 784		DJ 20	19.2	.....HUFF.....	7.8	28	s 12.31	s 3.23 137		
s 8.45	s 8.49		DJ 28	27.0	QW.....QWYTHYER.....D	7.7	42	s 12.12PM	s 2.55		
9.10	4.01		DJ 36	34.7	.....CANNON BALL JCT.....	1.1	No Siding	11.58AM	2.30		
s 9.25	s 4.04		DJ 37	35.8	CB.....CANNON BALL.....D	1.1	28	s 11.50	s 2.20		
9.35	4.08		DJ 38	36.0	.....CANNON BALL JCT.....	10.7	No Siding	11.46	2.15		
s 10.30	s 4.34		DM 11	47.6	.....SOLEN.....	7.2	28	s 11.22	s 1.30		
s 11.05 138	s 4.51		DM 18	51.8	.....PARKIN.....	3.7	21	s 11.05 783	s 1.00		
s 11.20	s 5.01		DM 22	58.5	.....TIMMER.....	7.8	36	s 10.55	s 12.45		
f 11.55AM	f 5.20		DM 30	66.3	.....GALL.....	5.0	No Siding	f 10.36	f 12.15PM		
s 12.15PM	s 5.33		DM 35	71.3	PH.....FLASHER.....D	8.6	50	s 10.24	s 11.55AM		
s 1.05	s 5.58		DM 43	79.0	.....LARK.....	3.9	21	s 10.04	s 10.45		
f 1.25	f 6.09		DM 47	83.8	.....THIAN.....	5.9	28	f 9.54	f 10.25		
s 2.00	s 6.16		DM 53	89.7	CO.....CARSON.....D	6.8	36	s 9.39	s 10.00		
s 2.25	s 6.39		DM 60	96.5	.....HEIL.....	7.1	21	s 9.23 784	s 9.23 138		
s 3.00	s 6.49		DM 67	103.0	SY.....ELGIN.....D	5.3	50	s 9.07	s 8.50		
s 3.25	s 7.02		DM 72	108.9	NE.....NEW LEIPZIG.....D	3.0	18	s 8.54	s 8.30		
s 3.45	s 7.11		DM 70	112.8	.....ODESSA.....	6.5	40	s 8.44	s 8.05		
s 4.15	s 7.26		DM 83	119.3	.....BURT.....	8.5	21	s 8.30	s 7.35		
A 5.00PM	A 7.45PM		DM 91	127.8	MO.....MOTT.....D	0.0	45	L 8.10AM	L 7.00AM		
Mon., Wed. and Fri.	Except Sunday.							Except Sunday.	Tues., Thurs. and Sat.		
10.0	5.10				.....Time Over Sub-division.....			5.10	10.0		
12.8	21.7				.....Average Speed per Hour.....			24.7	12.8		

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.
 Eighth Sub-division trains will protect themselves against First Sub-division trains between Junction and Mandan.
 Trains 783 and 784 will carry male passengers.

WESTWARD

NINTH SUB-DIVISION
(MISSOURI RIVER RAILWAY.)
(MANDAN NORTH LINE.)

EASTWARD

SECOND CLASS		Water, Fuel, Sealer, Turn Tables, Wyes	Station Numbers	Distance from Junction	Time Table No. 38. APRIL 27, 1913. Succeeding No. 37. Mountain or 105th Meridian Time.		Distance from Stanton	Car Capacity of Sidings	SECOND CLASS	
469	470				MIXED	MIXED				
MIXED	MIXED	MIXED	MIXED							
Mon., Wed. and Fri.	Mon., Wed. and Fri.	Mon., Wed. and Fri.	Mon., Wed. and Fri.							
L 7.15AM	L 7.20	WCO TY	515	....	1 Ring.....MANDAN.....DN	1.0	980	A 4.30PM	
7.20	7.20		514	0.0	.....JUNCTION.....	9.8	52.5	4.25	
s 7.50	s 7.50		DW 10	9.8	.....HARMON.....	10.3	42.7	67	s 3.41
s 8.35	s 8.35		DW 20	20.1	.....PRICE.....	7.0	32.4	60	s 2.58
s 9.05	s 9.05		DW 27	27.1	.....SANGER.....	7.6	25.4	70	s 2.30
s 9.42	s 9.42		DW 35	34.7	.....HENSLER.....	8.7	17.8	85	s 1.59
s 10.25	s 10.25		DW 43	43.4	2 Rings..FORT CLARK.....D	9.1	9.1	40	s 1.23	
A 11.15AM	A 11.15AM	WY	DW 52	52.5	3 Rings....STANTON.....D	0.0	0.0	43	L 12.45PM	
Mon., Wed. and Fri.	Mon., Wed. and Fri.								Mon., Wed. and Fri.	
4.	4.				.....Time Over Sub-division.....				3.45
10.8	10.8				.....Average Speed per Hour.....				14.0

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

REGISTERING STATIONS—Mandan and Stanton.
 BULLETIN STATIONS—Mandan and Stanton.
 STANDARD CLOCK—Mandan.
 Ninth Sub-division train will protect themselves against First Sub-division train between Junction and Mandan.
 No. 469 has right over No. 470.

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..... Windsor to Mandan.....	1550 1085	39 27	1690 1570	42 39	1710 1615	43 40	1800 1920	45 48	2000 2000	50 50	2500 2700	62 68
First Sub-division—Eastward. Mandan to Bismarck..... Bismarck to Windsor..... Mandan to Windsor.....											2500 2700	62 68
Windsor to Jamestown.....	1530	38	2250	56	2350	59	2600	65	2800	70	Car Limit	
Second Sub-division—Westward. Oakes to Independence..... Independence to LaMoure..... LaMoure to Jamestown.....	820 1500 1085	21 39 27	1200 2250 1570	30 56 39	1225 2320 1615	31 58 40	1460 2750 1920	37 69 48				
Second Sub-division—Eastward. Jamestown to LaMoure..... LaMoure to Independence..... Independence to Oakes.....	1175 725 1500	29 18 39	1700 1060 2250	42 26 56	1750 1090 2320	44 27 58	2080 1300 2750	52 33 69				
Third Sub-division—Westward. Jamestown to Edmunds..... Edmunds to New Rockford..... New Rockford to Leeds.....	590 1085 590	15 27 15	860 1570 860	21 39 21	885 1615 885	22 40 22	1055 1920 1055	26 48 26	1260 2000 1260	32 50 32		
Third Sub-division—Eastward. Leeds to Divide..... Divide to Jamestown.....	590 1280	15 32	860 1655	21 41	885 1710	22 43	1055 2265	26 56	1260 2500	32 62		
Fourth Sub-division—Westward. Pingree to Wilton.....	500	13	750	19	775	20	875	22	1090	27		
Fourth Sub-division—Eastward. Wilton to Woodworth..... Woodworth to Pingree.....	450 1125	12 29	700 1500	19 37	725 1540	20 38	800 2000	22 50	1000 2250	25 56		
Fifth Sub-division—Westward. Carrington to Sykeston..... Sykeston to Turtle Lake.....	1085 725	27 18	1570 1060	39 26	1615 1090	40 27	1920 1300	48 32				
Fifth Sub-division—Eastward. Turtle Lake to Denhoff..... Denhoff to Bowdon..... Bowdon to Carrington.....	650 820 1410	16 21 35	955 1200 2035	24 30 51	975 1225 2100	24 31 52	1165 1460 2485	29 37 62				
Sixth Sub-division—Westward. Oberon to Maddock..... Maddock to Esmond.....	1280 820	32 21	1855 1200	46 30	1910 1225	48 31	2265 1460	56 37				
Sixth Sub-division—Eastward. Esmond to Maddock..... Maddock to Oberon.....	820 1410	21 35	1200 2035	30 51	1225 2100	31 52	1460 2485	37 62				
Seventh Sub-division—Westward. Linton to Hazelton..... Hazelton to McKenzie.....	590 1410	15 35	860 2035	21 51	885 2100	22 52	1055 2485	26 62				
Seventh Sub-division—Eastward. McKenzie to Linton.....	490	12	720	18	735	18	885	22				
Eighth Sub-division—Westward. Mandan to Cannon Ball..... Cannon Ball to Mott.....	915 755	23 19	1360 1125	34 28	1420 1170	35 29	1660 1375	42 34	1990 1640	50 41		
Eighth Sub-division—Eastward. Mott to Cannon Ball..... Cannon Ball to Mandan.....	1065 1260	27 31	1570 1855	39 46	1640 1940	41 48	1920 2265	48 57	2305 2725	57 68		
Ninth Sub-division—Westward. Mandan to Stanton.....	1260	31	1855	46	1940	48	2265	57	2725	68		
Ninth Sub-division—Eastward. Stanton to Mandan Water Grade.....												

Above rating is based on trains consisting of loads only, and rating is calculated for an average speed of ten miles per hour. For each car added to the number specified above, deduct 15 tons from rating of engine; for each car less than the number specified above, add 15 tons to rating of engine.

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.

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.

FIFTH SUB-DIVISION.

- GARLAND..... 4 MILES FROM CARRINGTON.

NINTH SUB-DIVISION.

DISTANCE FROM MANDAN.

- WATER WORKS SPUR..... 3½ Miles.
- ROCK HAVEN SPUR..... 4½ Miles.

AUTHORIZED SURGEONS, DAKOTA DIVISION

- | | |
|-------------------------------------------|-------------------------------------|
| DR. W. COURTNEY, Chief Surgeon, Brainerd. | DR. G. H. SPIELMAN, Flasher. |
| DR. W. A. GERRISH, Jamestown (S). | DR. B. A. PLACE, Elgin. |
| Jamestown Tool Car (S). | DR. F. E. REDMAN, Mott. |
| Jamestown Store Room (S). | DR. W. VAN DE ERVE, Pingree. |
| DR. FRED C. SOPER, Medina. | DR. C. A. OLSON, Oberon. |
| DR. T. S. PRYSE, Dawson. | DR. A. E. DONKER, Goodrich. |
| DR. F. B. LODGE, Steele. | DR. O. W. McCLUSKY, Carrington (S). |
| DR. F. R. SMITH, Bismarck (S). | DR. L. B. DERDIGER, Esmond. |
| DR. D. A. SCHIPFER, Bismarck (S). | DR. E. L. PAULSON, Turtle Lake. |
| DR. H. O. ALTNOW, Mandan (S). | DR. W. McLACHLAN, New Rockford. |
| DR. R. R. HOGUE, Linton. | DR. J. F. WARREN, Leeds (S). |
| DR. A. E. HILLIS, La Moure. | DR. Wm. P. THELEN, Wilton. |
| DR. F. W. MAERCKLEIN, Onkes (S). | DR. C. C. SMITH, Stanton. |

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.

S. A. WILDER,
Trainmaster.

F. C. HUNTINGTON,
Trainmaster.

P. J. COLEMAN,
Trainmaster.

J. J. MULROY,
Chief Dispatcher.

