

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 39 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, NOVEMBER 23rd, 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

THIRD CLASS	SECOND CLASS		FIRST CLASS				Water, Fuel, Sealer, Furnables and Wagon	Station Numbers	Distance from Jamestown.	Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 38-A.		Distance from Mandan	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS	THIRD CLASS
	779	605	603	7	5	3				1	STATIONS			STATIONS	2	4	6	8	602	780
WAY FREIGHT	FREIGHT	FREIGHT	PASSENGER	PASSENGER	PASSENGER	PASSENGER			JY.....JAMESTOWN.....DN			PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT		
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily			4.5			Daily	Daily	Daily	Daily	Daily	Except Sunday		
L 6.30 AM	L 4.30 AM	L 9.40 AM	L 11.30 AM	L 9.00 PM	L 9.00 AM	L 8.41 PM	NYC OTY	409	0.0	.....	107.3	As 10.18 PM	As 12.53 PM	As 6.15 AM	As 6.30 PM	A 11.10 AM	A 5.00 PM	
6.45	4.52	10.13	11.40	9.10	9.10	8.50		414	4.5	BX.....BERNER.....N	102.8	10.06	12.41	6.03	6.18	10.44	4.40		
7.00	5.04	10.30	11.45	9.14	9.14	8.54		416	7.0	EQ.....ELDRIDGE.....D	100.3	10.02	12.37	5.58	6.12	10.30	4.18		
7.30	5.25	10.55	11.56 AM	9.24	9.23	9.03		421	12.0	.....OSWEGO.....P	95.3	9.54	12.29	5.49	6.01	10.10	3.46	
7.50	5.42	11.16	12.06 PM	9.33	9.32	9.11	W	425	10.2	WR.....WINDSOR.....DN	91.1	9.47	12.22	5.42	5.53	9.54	3.22		
8.10	6.05	11.35 AM	12.16	9.40	9.38	9.16		429	20.0	CD.....CLEVELAND.....D	87.3	9.40	12.16	5.36	5.45	9.38	3.00		
8.50	6.35	12.08 PM	12.27	9.49	9.47	9.23		434	25.0	.....DON.....P	81.7	9.32	12.08	5.27	5.34	9.20	2.25	
9.10	6.50	12.34	12.34	9.56	9.52	9.27	W	438	28.7	MD.....MEDINA.....DN	78.6	9.27	12.03 PM	5.22	5.27	9.10	2.07		
9.38	7.05	12.48	12.40	10.01	9.56	9.31		440	31.4	.....SOUTHDOWN.....P	75.0	9.22	11.58 AM	5.17	5.21	9.02	1.50	
10.06	7.39	1.15	12.52	10.11	10.06	9.40		446	37.5	CS.....CRYSTAL SPRINGS.....N	69.8	9.13	11.49	5.08	5.09	8.44	1.15		
10.30	8.00	1.36	12.59	10.17	10.12	9.46	W	450	41.0	.....LADOGA.....P	65.7	9.07	11.43	5.02	5.00	8.30	12.59	
10.50	8.20	1.55	1.05	10.22	10.17	9.51		454	44.0	TP.....TAPPEN.....D	62.7	9.02	11.38	4.57	4.54	8.20	12.40		
11.24 AM 12.24 PM	8.45	2.25	1.18	10.32	10.27	10.00	WO	459	50.2	DO.....DAWSON.....DN	57.1	8.53	11.29	4.47	4.42	7.59	12.15 PM 11.15 AM		
12.40	9.03	2.40	1.24	10.37	10.32	10.05		463	53.1	.....SIFTON.....P	54.2	8.45	11.21	4.39	4.33	7.46	11.02	
1.05	9.30	3.05	1.34	10.45	10.39	10.12		467	58.0	ST.....STEELE.....DN	49.3	8.38	11.18	4.31	4.24	7.25	10.39		
1.31	9.45	3.20	1.40	10.50	10.43	10.16		470	60.8	.....RANKIN.....P	46.5	8.34	11.08	4.25	4.17	7.15	10.25	
1.49	10.10	3.45	1.49	10.57	10.50	10.23		474	65.5	.....GENEVA.....P	41.8	8.27	11.00	4.17	4.09	6.55	10.10	
2.07	10.29	4.03	1.55	11.02	10.55	10.27		478	68.5	DR.....DRISCOLL.....D	38.6	8.22	10.55	4.12	4.03	6.41	9.52		
2.35	10.46	4.26	2.04	11.10	11.03	10.33		483	73.6	.....ANGORA.....P	33.7	8.14	10.46	4.04	3.52	6.17	9.27	
2.53	11.08	4.40	2.10	11.14	11.03	10.37	W	486	76.4	SG.....STERLING.....DN	30.9	8.10	10.41	3.59	3.46	6.10	9.15		
3.32	11.35	5.12	2.21	11.24	11.18	10.46	WY	492	83.2	MZ.....MCKENZIE.....D	24.1	8.00	10.31	3.48	3.32	5.42	8.40		
4.00	11.56 AM	5.37	2.31	11.33	11.27	10.53		497	88.6	BU.....BURLEIGH.....DN	18.7	7.52	10.23	3.39	3.21	5.20	8.12		
4.15	12.15 PM	6.01	2.40	11.41	11.36	11.00		506	93.8	.....APPLE CREEK.....P	13.5	7.44	10.15	3.31	3.11	5.00	7.45	
4.25	12.30	6.15	2.45	11.45	11.40	11.04		508	96.8	.....PIERCE.....P	10.5	7.40	10.11	3.27	3.05	4.46	7.30	
4.45	12.50	6.35	2.55	11.59 PM	11.54 AM	11.16	W	510	101.5	BI.....BISMARCK.....DN	5.8	7.33	10.04	3.19	2.55	4.30	7.10		
A 5.30 PM	A 1.30 PM	A 7.15 PM	As 3.20 PM	As 12.15 AM	As 12.10 PM	As 11.30 PM	WO OTY	515	107.3	A.....MANDAN.....DN	0.0	L 7.20 PM	L 9.50 AM	L 8.05 AM	L 2.35 PM	L 4.05 AM	L 6.40 AM		
Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Except Sunday		
11.00	9.00	9.35	3.50	3.15	3.10	2.40				.....Time Over Sub-division.....		2.58	3.03	3.10	3.55	7.05	10.20	
10.7	11.9	11.2	28.0	33.0	33.9	38.1				.....Average Speed per Hour.....		34.2	35.2	33.0	27.4	15.1	11.5	

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 engineer 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 reduce speed 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.
Soo Line crossing 2 1/4 miles east of Bismarck.

WESTWARD SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES) EASTWARD

Table with columns for Third Class, First Class, Stations, Distance from Jamestown, and Car Capacity. Includes Time Table No. 39, November 23, 1913.

See Current Time Table of the Fargo Division.

Table with columns for Third Class, First Class, Stations, Distance from Jamestown, and Car Capacity. Includes stations like LA MOURE, GRAND RAPIDS, DICKEY, ADRIAN, MONTPELIER, YPSILANTI, REEVES, JAMESTOWN.

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

REGISTERING STATIONS—Jamestown, La Moure, Independence and Oakes. BULLETIN STATIONS—Jamestown, La Moure and Oakes. STANDARD CLOCK—Jamestown. YARD LIMITS—Jamestown, La Moure and Oakes.

WESTWARD THIRD SUB-DIVISION (DEVILS LAKE BRANCH) EASTWARD

Table with columns for Third Class, Second Class, First Class, Stations, Distance from Jamestown, and Car Capacity. Includes Time Table No. 39, November 23, 1913.

Table with columns for Third Class, Second Class, First Class, Stations, Distance from Jamestown, and Car Capacity. Includes stations like JAMESTOWN, PARKHURST, BUCHANAN, PINGREE, EDMUNDS, MELVILLE, CARRINGTON, DUPTILL, BARLOW, NEW ROCKFORD, DIVIDE, SHEVENNE, OBERON, LALLIE, MINNEWAUKAN, BRINSMADE, LEEDS.

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

REGISTERING STATIONS—Jamestown, Pingree, Carrington, Oberon and Leeds. BULLETIN STATIONS—Jamestown, Carrington and Leeds. STANDARD CLOCKS—Jamestown and Carrington. DERRAIL SWITCHES—Carrington, Soo Transfer, east end; New Rockford, house track, west end; New Rockford, west elevator track, west end; Brinsmade, house track, west end.

WESTWARD

FOURTH SUB-DIVISION
(WILTON BRANCH)

EASTWARD

SECOND CLASS				Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 88-A.				SECOND CLASS							
171				STATIONS				172							
MIXED				Telephone Offices				MIXED							
Except Sunday								Except Sunday							
L	10.40 AM	W 3 m west	DE 21	0.0	.....PINGREE.....	D	92.8	86	As	4.55 PM				
s	11.15 AM		DR 9	8.8	.....VASHTI.....		84.0	25	s	4.10				
W	12.15 PM	1.00	DR 20	20.5	.....WOODWORTH.....	D	72.3	45	s	3.15				
s	2.05	172	DR 32	31.0	.....PETTIBONE.....	D	60.9	25	s	2.05				
s	3.15	WC	DR 45	44.7	.....ROBINSON.....	D	48.1	45	W	1.00				
s	4.08		DR 55	54.0	.....TUTTLE.....	D	38.2	25	W	12.30 PM				
s	4.58		DR 63	63.0	.....ARENA.....		28.8	25	s	11.50 AM				
s	5.38	W	DR 69	68.8	.....WING.....	D	24.0	45	s	11.12				
s	6.38		DR 81	80.7	.....REGAN.....	D	12.1	25	s	10.55				
s	6.55		DR 86	85.9	.....STILL.....		0.0	Spur 15	s	10.05				
A	7.30 PM	WCY	DR 93	92.8	.....WILTON.....	D	0.0	50	L	9.35				
Except Sunday								Except Sunday							
8.50								7.40							
11.4								12.0							
			Time Over Sub-division.....											
			Average Speed per Hour.....											

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.
YARD LIMITS—Pingree and Wilton.

WESTWARD

SIXTH SUB-DIVISION
(OBERON BRANCH)

EASTWARD

SECOND CLASS				Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 88-A.				SECOND CLASS							
173				STATIONS				174							
MIXED				Telephone Offices and Calls				MIXED							
Except Sunday								Except Sunday							
L	4.00 PM	WCY	DE 77	0.0	OB.....OBERON.....	D	27.5	77	A	11.30 AM					
s	4.20		DH 5	5.3	.....GENIN.....		22.2	25	s	11.00				
s	4.40		DH 10	10.3	.....FLORA.....	D	17.2	25	s	10.35				
s	5.10	W 2 mi E	DH 15	15.5	.....MADDOCK.....	D	12.0	49	s	10.00				
s	5.30		DH 20	20.4	.....HESPER.....		7.1	20	s	9.10				
s	5.45		DH 24	24.2	.....PENDENNIS.....		3.3	20	s	8.55				
A	6.00 PM	WCY	DH 28	27.5	.....ESMOND.....	D	0.0	55	L	8.45 AM				
Except Sunday								Except Sunday							
2.00								2.45							
13.8								10.0							
			Time Over Sub-division.....											
			Average Speed per Hour.....											

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.
YARD LIMITS—Oberon.

WESTWARD

FIFTH SUB-DIVISION
(SYKESTON BRANCH)

EASTWARD

THIRD CLASS		FIRST CLASS		Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 88-A.		FIRST CLASS		THIRD CLASS	
785		159		STATIONS		160		786	
WAY FREIGHT		PASSENGER		Telephone Offices and Calls		PASSENGER		WAY FREIGHT	
Mon., Wed., Fri.		Except Sunday				Except Sunday		Tue. Thur. Sat.	
L	8.00 AM	L	2.15 PM	CN.....CARRINGTON.....	D	84.0	124	A	12.50 PM
f	8.35	s	2.30	.....DOVER.....		77.7	15	s	12.28
s	9.25	s	2.47	SQ.....SYKESTON.....	D	71.8	34	s	12.18 PM
s	10.20	s	3.05	.....HEATON.....	D	64.8	20	s	11.58 AM
s	11.30	s	3.25	BD.....BOWDON.....	D	57.1	37	s	11.30
s	11.50 AM	s	3.38	CH.....CHASELEY.....	D	51.8	20	s	11.17
s	12.30 PM	s	3.52	HD.....HURDSFIELD.....	D	46.5	40	s	11.08
s	1.20	s	4.22	GH.....GOODRICH.....	D	37.0	23	s	10.38
s	2.15	s	4.40	DF.....DENHOFF.....	D	30.5	27	s	10.15
s	3.05	s	5.10	MC.....McCLUSKY.....	D	21.5	43	s	9.50
s	4.15	s	5.45	RC.....MERCER.....	D	8.6	25	s	9.15
A	4.50 PM	A	6.15 PM	TU.....TURTLE LAKE.....	D	0.0	01	L	8.50 AM
Mon., Wed. Fri.		Except Sunday		.....Time Over Sub-division.....		.....		.....
8.50		4.00		.....Average Speed per Hour.....		.....		.....
9.6		21.2							

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

REGISTERING AND BULLETIN STATIONS—Carrington and Turtle Lake.
STANDARD CLOCK—Carrington.
YARD LIMITS—Carrington.
Trains 785 and 786 will carry male passengers.
Fifth 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 159 and 160.

WESTWARD		EIGHTH SUB-DIVISION (MISSOURI RIVER & WESTERN DAKOTA LINES)				EASTWARD			
SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 38-A. Mountain or 105th Meridian Time.		SECOND CLASS		
177					STATIONS			178	
MIXED		Distance from Mott	Car Capacity of Sidings	Telegraph Offices and Calls.		MIXED			
Except Sunday.				Except Sunday.					
L	7.00 AM	WOC TY	515	0.0	A.....MANDAN.....DN	127.5	980	A	4.40 PM
s	7.40	DJ	13	12.8	.....SCHMIDT.....	114.7	34	s	4.00
s	8.10	W	DJ	20.1	.....HUFF.....	107.4	28	s	3.85
s	8.45	DJ	23	27.9	QV.....QVYTHYER.....D	99.6	42	s	3.00
	9.10	Y	DJ	30.2	.....CANNON BALL JCT.....	91.3	No Siding		2.80
s	9.25	W	DJ	36.8	CB.....CANNON BALL.....D	91.9	28	s	2.25
	9.50	Y	DJ	30.2	.....CANNON BALL JCT.....	91.3	No Siding		2.05
s	10.20	DM	11	47.1	SN.....SOLEN.....D	80.4	28	s	1.85
s	10.50	W	DM	51.4	.....PARKIN.....	73.1	21	s	1.05
s	11.05	DM	22	58.1	MR.....TIMMER.....D	69.4	36	s	12.50
f	11.35	DM	30	66.1	.....GALL.....	61.4	Spur S	f	12.20
s	11.55 AM 12.30 PM	C	DM	71.0	FH.....FLASHER.....D	56.5	56	s	12.01 PM 1.77
s	1.05	DM	43	70.0	.....LARK.....	47.9	21	s	11.05 AM
f	1.25	W	DM	83.0	.....THIAN.....	43.9	28	f	10.40
s	2.00	DM	53	80.4	CO.....CARSON.....D	38.1	36	s	10.15
s	2.25	DM	60	90.2	.....HEIL.....	31.3	21	s	9.50
s	3.00	DM	67	103.3	SY.....ELGIN.....D	24.2	50	s	9.30
s	3.25	DM	72	103.7	NE.....NEW LEIPZIG.....D	18.8	18	s	9.00
s	3.45	W	DM	112.5	.....ODESSA.....	15.0	40	s	8.40
s	4.15	DM	83	119.0	.....BURT.....	8.5	21	s	8.10
A	5.00 PM	WCY	DM	127.5	MO.....MOTT.....D	0.0	45	L	7.45 AM
Except Sunday.				.....Time Over Sub-division.....				Except Sunday.	
10.00								8.55	
13.7				.....Average Speed per Hour.....				14.5	

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, Cannon Ball, Mott.

WESTWARD		SEVENTH SUB-DIVISION (LINTON BRANCH)				EASTWARD			
SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from McKenzie	Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 38-A.		SECOND CLASS		
175					STATIONS			176	
MIXED		Distance from Linton	Car Capacity of Sidings	Telephone Offices and Calls.		MIXED			
Except Sunday				Except Sunday					
L	8.40 PM	WCY	492	0.0	.....McKENZIE.....D	44.6	161	A	10.30 AM
f	4.00	DK	7	6.9	.....BURDICK.....	37.7	20	f	10.05
s	4.15	DK	11	11.5	.....MOFFITT.....P	33.1	Spur S	s	9.50
s	4.20	DK	13	12.8	.....BESSOBA.....P	31.8	Spur S	s	9.45
f	4.40	DK	19	19.7	.....DANA.....	24.0	Spur S	f	9.25
s	5.10	W	DK	27.7	.....HAZELTON.....D	16.9	31	s	9.00
s	5.40	DK	37	36.6	.....TEMVIK.....D	8.0	20	s	8.25
A	6.10 PM	WCY	DK	44.6	.....LINTON.....D	0.0	94	L	8.00 AM
Except Sunday				.....Time Over Sub-division.....				Except Sunday	
2.30								2.30	
17.8				.....Average Speed per Hour.....				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.

Soo Line Crossing 1/4 mile east of Bessoba.

WESTWARD		NINTH SUB-DIVISION (MISSOURI RIVER RAILWAY.) (MANDAN NORTH LINE.)				EASTWARD			
SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 39. NOVEMBER 23, 1913. Succeeding No. 38-A. Mountain or 105th Meridian Time.		SECOND CLASS		
179					STATIONS			180	
MIXED		Distance from Stanton	Car Capacity of Sidings	Telephone Offices and Calls		MIXED			
Mon., Wed. and Fri.				Mon., Wed. and Fri.					
L	7.15 AM	WCO TY	515	0.0	1 Ring.....MANDAN.....DN	53.5	980	A	4.30 PM
s	7.50	DW	10	10.7	.....HARMON.....	42.8	67	s	3.41
s	8.35	DW	20	21.1	.....PRICE.....	32.4	60	s	2.58
s	9.05	W	DW	27	.....SANGER.....	25.4	70	s	2.30
s	9.42	DW	35	35.8	.....HENSLEY.....	17.7	85	s	1.59
s	10.25	DW	43	44.4	2 Rings..FORT CLARK.....D	9.1	40	s	1.23
A	11.15 AM	WY	DW	52	3 Rings...STANTON.....D	0.0	43	L	12.45 PM
Mon., Wed. and Fri.				.....Time Over Sub-division.....				Mon., Wed. and Fri.	
4.00								3.45	
13.4				.....Average Speed per Hour.....				14.3	

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.

No. 179 has right over No. 180.

TONNAGE RATING—FREIGHT ENGINES

	ENGINES.									
	Class D 3		Class D 5		Class R		Class T		Class W-2	
	Maximum 65 Cars		Maximum 70 Cars		Maximum 75 Cars		Maximum 80 Cars		Maximum 80 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
First Sub-division—Westward.										
Jamestown to Windsor.....	1550	39	1690	42	1800	45	2000	50	2500	62
Windsor to Mandan.....	1085	27	1570	39	1920	48	2000	50	3000	70
First Sub-division—Eastward.										
Mandan to Bismarek.....									3000	70
Bismarek to Windsor.....	1085	27	1570	39	1920	48	2000	50	3100	72
Mandan to Windsor.....									Car Limit	
Windsor to Jamestown.....	1530	38	2250	56	2600	65	2800	70		
Second Sub-division—Westward.										
Oakes to Independence.....	820	21	1200	30	1460	37				
Independence to LaMoure.....	1560	39	2250	56	2750	69				
LaMoure to Jamestown.....	1085	27	1570	39	1920	48				
Second Sub-division—Eastward.										
Jamestown to LaMoure.....	1175	29	1700	42	2080	52				
LaMoure to Independence.....	725	18	1060	26	1300	33				
Independence to Oakes.....	1560	39	2250	56	2750	69				
Third Sub-division—Westward.										
Jamestown to Edmunds.....	590	15	860	21	1055	26	1260	32		
Edmunds to New Rockford.....	1085	27	1570	39	1920	48	2000	50		
New Rockford to Leeds.....	590	15	860	21	1055	26	1260	32		
Third Sub-division—Eastward.										
Leeds to Divide.....	590	15	860	21	1055	26	1260	32		
Divide to Jamestown.....	1280	32	1655	41	2265	56	2500	62		
Fourth Sub-division—Westward.										
Pingree to Wilton.....	500	13	750	19	875	22	1090	27		
Fourth Sub-division—Eastward.										
Wilton to Woodworth.....	450	12	700	19	800	22	1000	25		
Woodworth to Pingree.....	1125	29	1500	37	2000	50	2250	56		
Fifth Sub-division—Westward.										
Carrington to Sykeston.....	1085	27	1570	39	1920	48				
Sykeston to Turtle Lake.....	725	18	1060	26	1300	32				
Fifth Sub-division—Eastward.										
Turtle Lake to Denhoff.....	650	16	955	24	1165	29				
Denhoff to Bowdon.....	820	21	1200	30	1460	37				
Bowdon to Carrington.....	1410	35	2035	51	2485	62				
Sixth Sub-division—Westward.										
Oberon to Maddock.....	1280	32	1855	46	2265	56				
Maddock to Esmond.....	820	21	1200	30	1460	37				
Sixth Sub-division—Eastward.										
Esmond to Maddock.....	820	21	1200	30	1460	37				
Maddock to Oberon.....	1410	35	2035	51	2485	62				
Seventh Sub-division—Westward.										
Linton to Hazelton.....	590	15	860	21	1055	26				
Hazelton to McKenzie.....	1410	35	2035	51	2485	62				
Seventh Sub-division—Eastward.										
McKenzie to Linton.....	490	12	720	18	885	22				
Eighth Sub-division—Westward.										
Mandan to Cannon Ball.....	915	23	1360	34	1660	42	1990	50		
Cannon Ball to Mott.....	755	19	1125	28	1375	34	1640	41		
Eighth Sub-division—Eastward.										
Mott to Cannon Ball.....	1065	27	1570	39	1920	48	2305	57		
Cannon Ball to Mandan.....	1260	31	1855	46	2265	57	2725	68		
Ninth Sub-division—Westward.										
Mandan to Stanton.....	1260	31	1855	46	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.
- SECOND SUB-DIVISION.**
 SINGLETON..... 4.3 MILES FROM OAKES.
- 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

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|---|-------------------------------------|
| 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. A. M. TREAT, 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, Bismarek (S). | DR. L. B. DERDIGER, Esmond. |
| DR. D. A. SCHIFFER, Bismarek (S). | DR. E. L. PAULSON, Turtle Lake. |
| DR. H. O. ALTNOW, Mandan (S). | DR. W. McLAUGHLIN, 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, Oakes (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.

P. J. COLEMAN,
Trainmaster.

H. H. MAHER,
Trainmaster.

J. J. MULROY,
Chief Dispatcher.

