

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

TIME 41B 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, JULY 25, 1915.

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.

J. M. RAPELJE,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

W. E. BERNER,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE.)

EASTWARD

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes sub-headers for 779, 605, 603, 7, 3, 1, 2, 4, 8, 602, 780. Contains time table data for July 25, 1915, with station names and arrival/departure times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
MANUAL BLOCK—BETWEEN JAMESTOWN AND ELDRIDGE 7:00 a. m. to 7:00 p. m.; BETWEEN JAMESTOWN AND BERNER 7:00 p. m. to 7:00 a. m.

REGISTERING AND BULLETIN STATIONS—Jamestown and Mandan.
LAP SIDINGS—Eldridge, Windsor, Cleveland, Medina, Crystal Springs, Ladoga, Steele, Driscoll, Sterling and Burleigh. A train taking siding will head in at the lap.
STANDARD CLOCKS—Jamestown Dispatcher's Office, Jamestown Yard Office and Mandan.
DERAIL SWITCHES—See page 5.
YARD LIMITS—Jamestown, Windsor, Dawson, Bismarck and Mandan.
Nos. 779 and 780 will carry adult male passengers.
Nos. 3 and 4 will take water at Dawson.
No. 3 will stop at McKenzie except Sunday.
Nos. 7 and 8 will stop at Jamestown Shops opposite storeroom to discharge and receive company express.
See Special Instructions on page 5.

SPEED LIMITS—Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. All trains will reduce speed to 10 miles per hour around first curve east of Missouri River Bridge.
Eastward freight trains and light engines will reduce speed to 10 miles per hour between the west switch at Jamestown west of the Pipestem River Bridge and a point one mile west thereof.
Eastward freight trains of 2000 tons or more will use at least 30 minutes Windsor to Berner.
Eastward passenger trains will use at least six minutes from Berner to Jamestown Yard Office.
A speed of 12 miles per hour must not be exceeded through crossovers or entering sidings.
A speed of 35 miles per hour must not be exceeded over interlocking plant at Soo Line Crossing.
Westward passenger trains will reduce speed to 25 miles per hour from crossover at east end of Mandan yard.
When switch engines are used to push trains, a speed of twenty (20) miles per hour must not be exceeded while pushing, or returning.
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.

WESTWARD		SECOND SUB-DIVISION (JAMES RIVER AND OAKES BRANCHES)										EASTWARD	
THIRD CLASS	FIRST CLASS	Time Table No. 41B. JULY 25, 1915. Succeeding No. 41.										FIRST CLASS	THIRD CLASS
787	155	STATIONS										154	788
Way Freight	Passenger	Telegraph Offices and Calls										Passenger	Way Freight
Tue., Thur. and Sat.	Ex. Sun.	Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Oakes	Distance from Jamestown	Car Capacity of Sidings	Ex. Sun.	Mo., Wed. and Fri.					
L 8:00AM	L 2:45PM	WCY	DD 69	0.0	OX.....OAKES.....D	69.5	72	A 1:40PM	A 3:40PM				
s 8:30	s 3:03 788		DD 62	7.5	GR.....GLOVER.....D	62.0	35	s 1:20	s 3:03 155				
s 9:00AM	s 3:24PM	Y	DA 83	15.2	.....INDEPENDENCE.....	54.3	58	s 1:00PM	s 2:00PM				

See Current Time Table of the Fargo Division.

s 10:00AM	s 3:45PM	WYC	DA 88	20.5	OR.....LA MOURE.....D	49.0	151	s 12:10PM	s 12:30PM				
s 10:35	s 4:05		DD 41	28.2	GD.....GRAND RAPIDS...D	41.3	60	s 11:53AM 788	s 11:53AM 154				
s 11:32AM 154	s 4:27		DD 33	36.8	DQ.....DICKEY.....D	32.7	69	s 11:32 787	s 11:05				
s 12:05PM	s 4:44	W	DD 26	43.1	DN.....ADRIAN.....D	26.4	18	s 11:14	s 10:25				
s 12:37	s 5:02		DD 19	50.5	MP.....MONTPELIER.....D	19.0	26	s 10:54	s 9:35				
s 1:03	s 5:19		DD 13	56.6	PI.....YPSILANTI.....D	12.0	84	s 10:36	s 9:00				
f 1:27	s 5:34		DD 7	62.1	.....REEVES.....	7.4	Spur 8	f 10:20	f 8:35				
				63.1	MIDLAND CONT'L. CROSSING	6.4							
A 2:00PM	A 5:55PM	WC OTY	409	69.5	JY.....JAMESTOWN.....DN	0.0	980	L 10:00AM	L 8:00AM				
Tue., Thur. and Sat.	Ex. Sun.					Ex. Sun.					Mo., Wed. and Fri.		
5.00	2.49	.....Time Over Sub-division.....				2.50					6.10		
12.8	22.7	.....Average Speed per Hour.....				21.9					10.4		

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 83-a.

BULLETIN STATIONS—Jamestown, LaMoure and Oakes.

STANDARD CLOCKS—Jamestown Dispatcher's Office and Jamestown Yard.

YARD LIMITS—Jamestown, La Moure and Oakes.

Nos. 787 and 788 will carry adult male passengers.

HELPER DISTRICTS—Jamestown and point 1½ miles east.

The switches at Independence and LaMoure will be set for the Fargo & South Western Branch, Fargo Division. Between LaMoure and Independence, train and enginemen will be governed by Fargo Division Time Table and orders and special instructions from the Superintendent of Fargo Division.

Trains with Class R engines will not exceed 20 miles per hour between Jamestown and Grand Rapids and 15 miles per hour between Grand Rapids and LaMoure.

See Special Instructions on page 5.

WESTWARD		THIRD SUB-DIVISION (DEVILS LAKE BRANCH)										EASTWARD		
THIRD CLASS	SECOND CLASS	Time Table No. 41B. JULY 25, 1915. Succeeding No. 41A.										FIRST CLASS	SECOND CLASS	THIRD CLASS
781	171	STATIONS										158	172	782
Way Freight	Mixed	Telegraph Offices and Calls										Passenger	Mixed	Way Freight
Ex. Sun.	Ex. Sun.	Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Jamestown	Distance from Leeds	Car Capacity of Sidings	Ex. Sun.	Ex. Sun.						
L 5:30AM	L 9:15AM	WC OTY	409	0.0	JY.....JAMESTOWN.....DN	108.5	980	A 4:00PM	A 5:25PM	A 3:05PM				
f 5:55	f 9:40		DE 7	6.4	.....PARKHURST.....	102.1	28	f 3:31	f 4:50	f 2:42				
s 6:20	f 10:00		DE 14	13.4	BC.....BUCHANAN.....D	95.1	27	s 3:13	f 4:30	s 2:12				
s 6:47	As 10:30AM		DE 21	21.3	PN.....PINGREE.....D	87.2	86	s 2:51	L 4:10PM	s 1:39				
s 7:10			DE 28	27.8	EM.....EDMUNDS.....D	80.7	35	s 2:33		s 1:11 157				
s 7:35			DE 35	34.6	MV.....MELVILLE.....D	73.9	33	s 2:15		s 12:38PM				
s 8:10			DE 44	43.0	CN.....CARRINGTON.....D	64.0	134	s 1:50 158	s 1:40	s 11:59AM				
				44.5	.....SOO LINE CROSSING.....	64.0								
			DE 48	48.2	.....DUPTILL.....	60.3	29	f 1:29		f 11:00				
			DE 51	52.0	BW.....BARLOW.....D	56.5	35	s 1:20		s 10:45				
				59.5	GREAT NORTHERN CROSSING	49.0								
			DE 60	59.7	NR.....NEW ROCKFORD....D	48.8	85	s 1:01		s 10:20 781				
			DE 66	66.0	.....DIVIDE.....	42.5	36	f 12:46		f 10:00				
			DE 71	70.8	NY.....SHEYENNE.....D	37.7	38	s 12:34		s 9:40				
			DE 79	70.5	OB.....OBERON.....D	29.0	77	s 12:12 781		s 9:10				
			DE 83	83.4	.....LALLIE.....	25.1	25	f 12:02PM		f 8:50				
			DE 90	90.3	MW.....MINNEWAUKAN...D	18.2	57	s 11:45AM		s 8:25				
				98.4	.....SOO LINE CROSSING.....	12.1								
			DE 99	98.8	BR.....BRINSMADE.....D	9.7	49	s 11:24		s 8:00				
A 3:00PM		WCY	DE 108	108.5	LD.....LEEDS.....D	0.0	80	L 11:00AM		L 7:30AM				
Ex. Sun.	Ex. Sun.					Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	
9.30	1.15	.....Time Over Sub-division.....				4.50					7.35			
11.4	17.0	.....Average Speed per Hour.....				22.4					14.3			

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 83-a.

BULLETIN STATIONS—Jamestown, Carrington and Leeds.

STANDARD CLOCKS—Jamestown Dispatcher's Office, Jamestown Yard and Carrington.

DERAIL SWITCHES—See page 5.

YARD LIMITS—Jamestown, Pingree, Carrington, Oberon and Leeds.

Nos. 781 and 782 will carry adult male passengers.

HELPER DISTRICTS—Jamestown to Parkhurst.

Third Sub-division trains will protect themselves against First Sub-division first class trains at Jamestown.

Fifth Sub-division trains will protect themselves against Third Sub-division trains at Carrington except Third Sub-division freight trains will keep clear of trains 159 and 160.

No. 171 will start from Jamestown Passenger station. No. 172 will terminate at Jamestown Passenger station.

Trains with Class W helpers must not exceed 15 miles per hour through sag 1½ miles west of Junction switch Jamestown.

A speed of 35 miles per hour must not be exceeded over interlocking plant at Great Northern Crossing.

See Special Instructions on page 5.

WESTWARD

FOURTH SUB-DIVISION (WILTON BRANCH)

EASTWARD

Table for Fourth Sub-Division (Wilton Branch) showing train schedules for Second Class (171 and 172) with columns for stations, distances, and times.

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. See Special Instructions on page 5.

WESTWARD

FIFTH SUB-DIVISION (SYKESTON BRANCH)

EASTWARD

Table for Fifth Sub-Division (Sykeston Branch) showing train schedules for Third Class (785), First Class (159), and Second Class (160, 786) with columns for stations, distances, and times.

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. Nos. 785 and 786 will carry adult 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. See Special Instructions on page 5.

WESTWARD

SIXTH SUB-DIVISION (OBERON BRANCH)

EASTWARD

Table for Sixth Sub-Division (Oberon Branch) showing train schedules for Second Class (173 and 174) with columns for stations, distances, and times.

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. See Special Instructions on page 5.

WESTWARD

SEVENTH SUB-DIVISION (LINTON BRANCH)

EASTWARD

Table for Seventh Sub-Division (Linton Branch) showing train schedules for Second Class (175 and 176) with columns for stations, distances, and times.

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

REGISTERING STATIONS—McKenzie and Linton. BULLETIN STATION—Linton. STANDARD CLOCKS—Mandan. YARD LIMITS—Linton. Tracks inside yard limit boards at Linton are joint with the C. M. & St. P. Ry. While using joint tracks, trains will give precedence to C. M. & St. P. trains of superior class. See Special Instructions on page 5.

WESTWARD

EIGHTH SUB-DIVISION
(MANDAN SOUTH LINE.)

EASTWARD

SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 41B. JULY 25, 1915. Succeeding No. 41. Mountain or 105th Meridian Time.			Distance from Mott	Car Capacity of Sidings	SECOND CLASS		
177						178							
Mixed	Ex. Sun.					Mixed	Ex. Sun.						
L 7:00AM	WOC	TY	515	0.0	A.....MANDAN.....DN	127.5	980	A 4:40PM					
s 7:40		DJ	13	12.8	.....SCHMIDT.....	114.7	34	s 4:00				
s 8:10	W	DJ	20	20.1	.....HUFF.....	107.4	28	s 3:35				
s 8:45		DJ	28	27.9	GW.....FORT RICE.....D	99.0	42	s 3:00					
9:10	Y	DJ	36	36.2	.....CANNON BALL JCT.....	91.3	No Sid'g	2:30				
s 9:25		DJ	37	36.8	CB.....CANNON BALL.....D	91.0	28	s 2:25					
9:30	Y	DJ	36	36.2	.....CANNON BALL JCT.....	91.3	No Sid'g	2:05				
s 10:20		DM	11	47.1	SN.....SOLENN.....D	80.4	28	s 1:35					
s 10:50	W	DM	18	54.4	.....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 8	f 12:20				
s 11:55AM 178 12:30PM	WC	DM	35	71.0	FH.....FLASHER.....D	56.5	56	s 12:01PM 177 11:40AM					
s 1:05		DM	43	79.0	.....LARK.....	47.9	21	s 11:05				
f 1:25		DM	47	83.0	.....THIAN.....	43.0	28	f 10:40				
s 2:00		DM	53	89.4	CO.....CARSON.....D	38.1	36	s 10:15					
s 2:25		DM	60	96.2	.....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	108.7	NE.....NEW LEIPZIG.....D	18.8	18	s 9:00					
s 3:45	W	DM	70	112.5	.....ODESSA.....	15.0	40	s 8:40				
s 4:15		DM	83	119.0	.....BURT.....	8.5	21	s 8:10				
A 5:00PM	WCY	DM	91	127.5	MO.....MOTT.....D	0.0	45	L 7:45AM					
Ex. Sun.								Ex. Sun.					
9.25					.....Time Over Sub-division.....			8.55				
13.5					.....Average Speed per Hour.....			14.2				

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.

See Special Instructions on page 5.

WESTWARD

NINTH SUB-DIVISION
(MANDAN NORTH LINE.)

EASTWARD

SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Mandan	Time Table No. 41B. JULY 25, 1915. Succeeding No. 41. Mountain or 105th Meridian Time			Distance from Killdeer	Car Capacity of Sidings	SECOND CLASS		
179						180							
Mixed	Ex. Sun.					Mixed	Ex. Sun.						
L 6:45AM	WCO	TY	515	0.0	A.....MANDAN.....DN	122.2	950	A 4:15PM					
s 7:25		DW	10	10.8	.....HARMON.....	111.4	67	s 3:30				
s 8:05		DW	20	21.1	.....PRICE.....	101.1	60	s 2:50				
s 8:35	W	DW	27	28.1	.....SANGER.....	94.1	38	s 2:20				
s 9:05		DW	35	35.7	.....HENSLER.....	86.5	69	s 1:50				
s 9:45		DW	43	44.4	FC.....FORT CLARK.....D	77.8	26	s 1:15					
s 10:35	WY	DW	52	53.5	SK.....STANTON.....D	68.7	20	12:40 12:10PM					
s 11:25AM 180 11:55AM		DW	65	65.4	HN.....HAZEN.....D	56.8	26	s 11:25AM 179					
s 12:45PM W 11 M. E.		DW	73	73.0	BH.....BEULAH.....D	48.0	26	s 10:45					
s 1:20		DW	80	80.7	.....ZAP.....	41.5	22	s 10:10				
s 2:05	Y	DW	87	87.9	GV.....GOLDEN VALLEY.....D	34.3	26	s 9:25					
s 2:40		DW	94	94.7	.....DODGE.....	27.5	26	s 8:55				
s 3:20		DW101	103.0	103.0	HA.....HALLIDAY.....D	22.2	30	s 8:20					
s 3:50	W 1 M. E.	DW107	107.7	107.7	WN.....WERNER.....D	14.5	30	s 7:45					
s 4:30		DW115	115.5	115.5	DU.....DUNN CENTER.....D	6.7	30	s 7:05					
A 5:05PM	WCY	DW122	122.2	122.2	KD.....KILLDEER.....D	0.0	40	L 6:30AM					
Ex. Sun.								Ex. Sun.					
9.50					.....Time Over Sub-division.....			9.15				
12.4					.....Average Speed per Hour.....			13.2				

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

REGISTERING STATIONS—Mandan and Killdeer.

BULLETIN STATIONS—Mandan and Killdeer.

STANDARD CLOCK—Mandan.

YARD LIMITS—Mandan.

Trains will not exceed a speed of 15 miles per hour between M. P. 40 and a point one-half mile west thereof.

See Special Instructions on page 5.

SPECIAL INSTRUCTIONS.

FIRST SUB-DIVISION.

In the handling of freight trains eastward, Windsor to Jamestown, retainers will be used; conductors and enginemen will be governed by instructions contained on pages 277 to 280, inclusive, in the Book of Instructions for Maintaining and Operating Air Brakes and Signal Apparatus. Conductors will instruct head brakeman to ascertain from engineman the number of retainers he desires set up to insure control of train. The passing track at Oswego being a maximum grade, conductors and enginemen must be careful to set up enough retainers at Windsor to insure their being able to make the stop at Oswego in case there is a train to be met there. Special attention of all concerned is called to the rules on pages 126 and 128, inclusive, in the Book of Rules and Regulations of the Operating Department, which apply particularly to maximum grades.

At Oswego westward freight trains must not hold main track when it can be avoided, even though they are superior to the train to be met. Eastward freight trains will take siding at Oswego if they arrive there before the train to be met.

REGISTER TICKETS. (FORM 608)—Conductors of all trains (except passenger trains) will leave with operator at each open telegraph office between Berner and Bismarck, both inclusive except Berner eastbound, two register tickets properly filled out (including time). Operators must be watching for them, check time shown and correct if wrong, and report to Superintendent by wire any failure to leave them. For light engines, operators will fill out the register tickets. Enginemen of freight trains and light engines will secure one of these tickets from the operator, and if ticket is not furnished they will report by wire from the next open telegraph office. At Bismarck, if the operator is not out to deliver register tickets, all freight trains and light engines will stop and secure same, and at other points, light engines will stop and secure ticket if operator is not out. Operator will file one copy of ticket. If operators are unable to find blanks thrown off by conductors, they will fill out one and hand to the engine crew of the following trains. When an operator is absent for meals, a white marker with the letter "C" on it will be exposed to notify trains that office is closed. Operators going on duty will furnish the first train passing a blank reading "No train by since open at.....M".

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.

DERAIL SWITCHES.

FIRST SUB-DIVISION.

Eldridge.....	Both ends House Track.
Windsor.....	Both ends House Track.
Windsor.....	East end North Siding.
Cleveland.....	West end Elevator Track.
Medina.....	Both ends House Track.
Crystal Springs.....	East end House Track.
Tappen.....	East end Industry Track.
Dawson.....	West end House Track.
Dawson.....	East end Elevator Track.
Steele.....	Both ends House Track.
Driscoll.....	East end House Track.
Sterling.....	Both ends House Track.
McKenzie.....	East end Stockyard Track.
Burleigh.....	East end House Track.
Apple Creek.....	East end House Track.
Bismarck.....	West end Soo Transfer.
Bismarck Water Works Spur.....	West end.

THIRD SUB-DIVISION.

Carrington.....	New Coal Dock Tracks.
Carrington.....	East end Soo Transfer.
New Rockford.....	West end House Track.
New Rockford.....	West end West Elevator Track.
Brinsmade.....	West end House Track.

EIGHTH SUB-DIVISION.

Solen.....	East end House Track.
Parkin.....	East end House Track.

Derail switch on East end Windsor North 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.

AUTHORIZED SURGEONS, DAKOTA DIVISION

DR. A. W. IDE, Chief Surgeon, Brainerd.	DR. G. A. SPIELMAN, Flasher.
DR. R. H. BEACH, Chief Surgeon, Glendive.	DR. P. F. RICE, Cannon Ball.
DR. W. A. GERRISH, Jamestown (S).	DR. F. A. REDMAN, Mott (S).
Jamestown Tool Car (S).	DR. A. M. TREAT, Pingree.
Jamestown Store Room (S).	DR. O. A. OLSON, Oberon.
DR. FRED C. SOPER, Medina.	DR. A. J. CLAY, Bowdon.
DR. T. S. PRYSE, Dawson.	DR. FREDERICK BROWN, McCluskey.
DR. F. B. LODGE, Steele.	DR. O. W. McCLUSKY, Carrington (S).
DR. F. R. SMYTH, Bismarck (S).	DR. L. B. DERDIGER, Esmond.
DR. D. A. SCHIPFER, Bismarck (S).	DR. W. McLACHLAN, New Rockford.
DR. H. O. ALTNOW, Mandan (S).	DR. J. F. WARREN, Leeds (S).
DR. R. R. HOGUE, Linton.	DR. Wm. P. THELEN, Wilton.
DR. A. E. HILLIS, La Moure.	DR. C. C. SMITH, Stanton.
DR. F. W. MAERCKLEIN, Oakes (S).	DR. OSCAR SMITH, Killdeer (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.

S. A. WILDER,
Trainmaster.

P. J. COLEMAN,
Trainmaster.

J. B. GLASGOW,
Trainmaster.

J. J. MULROY,
Chief Dispatcher.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Car Factor	CLASS OF ENGINE.									
			W 2		T		R		D 5		D 3	
			Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
FIRST— Westward...	Jamestown to Windsor.....	5	2600	52	2100	42	1900	38	1690	34	1550	31
	Windsor to Mandan.....	12	3200	64	2100	42	1900	38	1570	31	1085	22
FIRST— Eastward...	Mandan to Bismarck.....	12	3000	70	2100	42	1900	38	1570	31	1085	22
	Bismarck to Windsor.....	12	3200	64	2100	42	1900	38	1570	31	1085	22
	Windsor to Jamestown.....	12					Car	Limit				
SECOND— Westward..	Oakes to Independence.....	15					1460	37	1200	30	820	21
	Independence to La Moure...	15					2750	69	2250	56	1560	39
	La Moure to Jamestown.....	15					1920	48	1570	39	1085	27
SECOND— Eastward...	Jamestown to La Moure.....	15					2080	52	1700	42	1175	29
	La Moure to Independence...	15					1300	33	1060	26	725	18
	Independence to Oakes.....	15					2750	69	2250	56	1560	39
THIRD— Westward..	Jamestown to Edmunds.....	15			1260	32	1055	26	860	21	590	15
	Edmunds to New Rockford...	15			2000	50	1920	48	1570	39	1085	27
	New Rockford to Leeds.....	15			1260	32	1055	26	860	21	590	15
THIRD— Eastward...	Leeds to Divide.....	15		1	1260	32	1055	26	860	21	590	15
	Divide to Jamestown.....	15			2500	62	2265	56	1655	41	1280	32
FOURTH— Westward..	Pingree to Wilton.....	15			1090	27	875	22	750	19	500	13
	Wilton to Woodworth.....	15			1000	25	800	22	700	19	450	12
FOURTH— Eastward...	Woodworth to Pingree.....	15			2250	56	2000	50	1500	37	1125	29
	Carrington to Sykeston.....	15					1920	48	1570	39	1085	27
FIFTH— Westward..	Sykeston to Turtle Lake.....	15					1800	32	1060	26	725	18
	Turtle Lake to Denhoff.....	15					1165	29	955	24	650	16
FIFTH— Eastward...	Denhoff to Bowdon.....	15					1460	37	1200	30	820	21
	Bowdon to Carrington.....	15					2485	62	2035	51	1410	35
	Oberon to Maddock.....	15					2265	56	1855	46	1280	32
SIXTH— Westward..	Maddock to Esmond.....	15					1460	37	1200	30	820	21
	Esmond to Maddock.....	15					1460	37	1200	30	820	21
SIXTH— Eastward...	Maddock to Oberon.....	15					2485	62	2035	51	1410	35
	McKenzie to Linton.....	15					885	22	720	18	490	12
SEVENTH— Westward..	Linton to Hazelton.....	15					1055	26	860	21	590	15
	Hazelton to McKenzie.....	15					2485	62	2035	51	1410	35
EIGHTH— Westward..	Mandan to Cannon Ball.....	15			1990	50	1660	42	1360	34	915	23
	Cannon Ball to Mott.....	15			1640	41	1375	34	1125	28	755	19
EIGHTH— Eastward...	Mott to Cannon Ball.....	15			2305	57	1920	48	1570	39	1065	27
	Cannon Ball to Mandan.....	15			2725	68	2265	57	1855	46	1260	31
NINTH— Westward..	Mandan to Stanton.....	15			2725	68	2265	57	1855	46	1260	31
NINTH— Eastward...	Stanton to Mandan.....	15					Water	Grade.				

For each car added to the number specified above, deduct the car factor in tons from rating of engine; for each car less than the number specified above, add the car factor in tons to rating of engine. In figuring tonnage of the car, less than 1000 pounds will not be counted; 1000 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 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.

