

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

TIME TABLE 84

To be used in conjunction with
Special Instructions currently
in effect.

In Effect at 12:01 A. M. Central Standard
Time except Twelfth and Thirteenth Subdi-
visions, at 12:01 A. M. Mountain Standard
Time.

Sunday, April 25, 1965

For the Government of Employees only. The Com-
pany reserves the right to vary therefrom at pleas-
ure. Be positive that you have the Current Time
Table and the latest Special Instructions and de-
stroy all previous numbers. Read carefully the
Special Instructions and always carry a copy for
reference and a copy of OPERATING RULES.

R. K. MOSSMAN,
Superintendent

D. A. THOMSON,
General Manager.

E. S. ULYATT,
General Superintendent
of Transportation.

AUTHORIZED SURGEONS:

| | |
|-------------------------|--|
| Dr. A. McEwan..... | Chief Surgeon. |
| Dr. H. S. Proud..... | Associate Surgeons, N. P. B. A. Hospital, St. Paul, Minnesota |
| Dr. C. J. Hedlund..... | |
| Dr. R. M. Ahrens..... | |
| Dr. J. E. Brown..... | |
| Dr. James Henry..... | |
| Dr. C. C. Merchant..... | |

LOCAL SURGEONS:

| | | |
|----------------------------------|------------------------|-------------------------------------|
| Beulah..... | Dr. Artur Ewert | Fessenden... Dr. M. J. Towarnieky |
| Bismarck....* | Dr. T. W. Buckingham | Harvey..... Dr. L. E. Boyum |
| | Dr. Wm. Buckingham | Jamestown... Dr. Edwin O. Hieb |
| | Dr. R. J. Dunnigan | |
| | Dr. Albert H. Fortman | *Dr. R. S. Woodward |
| | Dr. Myron Goughnour | Leeds..... Dr. A. B. Lund |
| | Dr. M. M. Heffron | Linton..... Dr. H. J. Bertheau |
| | Dr. R. W. Henderson | Liabon..... Dr. A. Veitch |
| | Dr. Paul F. Klosterman | Mandan....*Dr. A. E. Hetzler |
| | Dr. M. A. K. Lommen | Medina..... Dr. C. S. Martin |
| Bowdon..... | Dr. A. E. Westervelt | Moorhead... Dr. V. D. Thysell |
| Carrington... Dr. H. A. Fandrich | | Mott..... Dr. R. E. Hankins |
| Cooperstown. Dr. K. M. Wakefield | | |
| Elgin..... Dr. M. S. Jacobson | | New Rockfd. Dr. C. G. Owens |
| | Dr. A. A. Curiskis | Steele.....@Dr. Anthony W. Zukowsky |
| Fargo.....* | Dr. John Goff, Oculist | Turtle Lake. Dr. Harold Kuplis |
| | *Dr. C. M. Hunter | Valley City. @Dr. W. R. Jensen |
| | *Dr. G. U. Ivers | |
| | Dr. D. C. Kana | |
| | *Dr. T. H. Lewis | |
| | Dr. H. J. Weyers | |

*—Specialists—Eye, Ear, Nose and Throat.

*—Examining Physicians, All Classes of Employees

@—Examining Physicians, All Classes of Employees, EXCEPT YARDMEN,
TRAINMEN AND ENGINEMEN.

LOCATION OF STRETCHERS

| | |
|----------------------|------------------------------|
| Bismarck. | Jamestown Baggage Room. |
| Carrington. | Jamestown Store Room. |
| Cooperstown. | Jamestown Wrecking Outfit. |
| Dilworth Car Shop. | Mandan Roundhouse. |
| Dilworth Roundhouse. | Mandan Switchman's Building. |
| Dilworth Tool Car. | Mandan Tool Car. |
| Edgeley. | Sanborn. |
| Fargo Baggage Room. | Valley City Freight. |
| Flasher. | |

NOTE

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In case of illness, or of injury unrelated to railway operation other than N. P. B. A. members, surgeon should endeavor to collect a reasonable fee for service from person attended. If unable to collect, Chief Surgeon should be notified.

Where injuries, to other than N. P. B. A. members, are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

| Water, Fuel, Track Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Slidings. | Station Numbers | FIRST CLASS | | | | Distance from Dilworth | Time Table No. 84 April 25, 1965 | Distance from Jamestown | FIRST CLASS | | | |
|--|------------------------------|-----------------|--------------------|--------------------|--------------------|--------------------------------|---------------------------|-------------------------------------|----------------------------|--------------------|--------------------|--------------------|--------------------------------|
| | | | 25 | 123 | 1 | 3 | | | | 26 | 124 | 2 | 4 |
| | | | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily Ex. Sun. | | | | Passenger Daily | Passenger Daily | Passenger Daily | Passenger Daily Ex. Sun. |
| BKO RTW XYZ | Yard | 311 | L 12.08 AM | L 4.07 PM | L 1.13 PM | L 4.34 AM | 0.0 | | As 1.53 AM | As 11.48 AM | As 3.40 PM | As 9.00 PM | |
| X | | 315 | 12.12 | s 4.12 | f 1.18 | 4.39 | 3.4 | 93.1 | 1.45 | s 11.39 | f 3.29 | s 8.47 | |
| BKR WXY Z | Yard | 316 | s 12.19 12.29 | A 4.20 PM | s 1.25 1.35 | s 4.46 5.06 | 4.4 | 92.1 | 1.43 | L 11.35 AM | 3.27 | s 8.45 | |
| X | | 320 | 12.34 | | 1.40 | f 5.14 | 9.7 | 86.8 | s 1.38 | | s 3.17 | s 8.20 | |
| X | W 79 | 324 | | | | | 12.7 | 83.8 | 1.26 | | 2.58 | f 8.05 | |
| | W 78 E 80 | 328 | 12.40 | | 1.46 | s 5.21 | 17.0 | 79.5 | 1.18 | | 2.52 | f 7.58 | |
| XY | 119 | 336 | 12.47 | | 1.53 | s 5.34 | 24.6 | 71.9 | 1.11 | | 2.44 | s 7.50 | |
| | | 342 | | | 1.59 | s 5.46 | 31.1 | 65.4 | | | 2.36 | s 7.40 | |
| | W 78 | 346 | 12.56 | | 2.03 | 5.51 | 35.0 | 61.5 | 1.02 | | 2.32 | 7.35 | |
| | | 90 | 1.01 ²⁶ | | 2.08 | s 6.02 | 40.6 | 55.9 | 12.56 ²⁵ | | 2.26 | s 7.30 | |
| | | 358 | | | | s 6.11 | 46.5 | 50.0 | | | | s 7.24 | |
| | | 121 | 1.08 | | 2.19 ² | 6.14 | 49.3 | 47.2 | 12.49 | | 2.19 ¹ | 7.21 | |
| | | 368 | | | | s 6.20 | 52.1 | 44.4 | | | | s 7.17 | |
| | | 127 | 1.15 | | 2.26 | 6.26 | 57.2 | 39.3 | 12.42 | | 2.12 | 7.12 | |
| W | | 374 | f 1.20 | | s 2.32 | s 6.36 6.46 | 62.5 | 34.0 | f 12.36 | | s 2.07 | s 7.07 6.57 | |
| X | 119 | 379 | 1.25 | | 2.38 | 6.52 | 66.8 | 29.7 | 12.30 | | 2.02 | 6.52 | |
| XY | Yard | 374 | | | | | | 34.8 | | | | | |
| X | 119 | 379 | | | | | 66.8 | 29.7 | | | | | |
| Y | W150 E116 | 385 | 1.30 | | 2.43 | s 6.59 | 72.9 | 23.6 | 12.25 | | 1.57 | f 6.47 | |
| | 119 | 390 | 1.35 | | 2.48 | s 7.08 | 78.2 | 18.3 | 12.20 | | 1.52 | f 6.42 | |
| | S 43 | 394 | | | | 7.13 | 82.1 | 14.4 | | | | 6.38 | |
| | | 117 | 1.42 | | 2.55 | s 7.19 | 85.9 | 10.6 | 12.13 | | 1.45 | f 6.34 | |
| | | 403 | 1.48 | | 3.02 | 7.26 | 92.0 | 4.5 | 12.08 | | 1.40 | 6.27 | |
| BKOR TWXYZ | Yard | 409 | As 2.00 AM | | As 3.22 PM | As 7.46 AM | 96.5 | 0.0 | L 12.03 AM | | L 1.35 PM | L 6.20 PM | |
| | | | 1.42 | .13 | 1.69 | 2.43 | | | 1.45 | .13 | 1.55 | 2.05 | |
| | | | 56.7 | 20.3 | 48.6 | 35.7 | | | 55.1 | 20.3 | 50.4 | 46.1 | |

AUTOMATIC BLOCK

AUTOMATIC BLOCK

DOUBLE TRACK

Double
Track

EXCEPT ON DOUBLE TRACK EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 1 and 2 will stop at Moorhead on Saturdays, Sundays and holidays.

Nos. 1 and 2 will stop at Casselton for revenue passengers only to or from Minneapolis and East, or Billings and West where scheduled to stop.

Nos. 25 and 26 will stop at Valley City on flag for revenue passengers only.

No. 26 will stop at Valley City for dispatch of US mail on Mondays.

| Water, Fuel, Track Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | SECOND CLASS | Distance from Fargo. | Time Table No. 84 | | Distance from Streeter. | SECOND CLASS | THIRD CLASS |
|---|--------------------------|------------------|---------------------|-------------------|----------------------|-----------------------------|------------------------|-------------------------|-------------------|-------------------|
| | | | 763 | 155 | | April 25, 1965 | | | 154 | 764 |
| | | | Way Frt. | Way Frt. | | STATIONS | | | Way Frt. | Way Frt. |
| | | | Mon., Wed., Fri. | Tue., Thur., Sat. | | Telegraph Offices and Calls | | | Tue., Thur., Sat. | Tue., Thur., Sat. |
| BK WXYZ | Yard | 316 | L 7.30 AM | | 0.0 | FO..... | FARGO..... | DN | 147.4 | A 2.25 PM |
| | 33 | DA11 | f 7.50 | | 10.6 | HC..... | HORACE..... | D | 136.8 | f 1.55 |
| | 33 | DA16 | f 8.00 | | 16.3 | | WARREN..... | | 131.1 | f 1.45 |
| | 6 | DA19 | f 8.05 | | 19.4 | DV..... | DAVENPORT..... | D | 128.0 | f 1.35 |
| | 24 | DA25 | f 8.15 | | 25.4 | | WOODS..... | | 122.0 | f 1.25 |
| | 53 | DA29 | f 8.21 | | 29.1 | LR..... | LEONARD..... | D | 118.3 | f 1.15 |
| | 43 | DA42 | f 8.46 | | 41.7 | SH..... | SHELDON..... | D | 105.7 | f 12.50 |
| | 28 | DA50 | f 9.13 | | 50.7 | | BUTZVILLE..... | | 96.7 | f 12.30 |
| | 28 | DA56 | s 9.35 | | 56.4 | LB..... | LISBON..... | D | 91.0 | s 12.15 PM |
| | 38 | DA63 | f 9.57 | | 64.0 | CW..... | ELLIOTT..... | D | 83.4 | f 11.35 AM |
| | 37 | DA69 | f 10.10 | | 68.8 | | ENGLEVALE..... | | 78.6 | f 11.25 |
| | 34 | DA77 | f 10.31 | | 76.7 | VR..... | VERONA..... | D | 70.7 | f 11.10 |
| RXY | | DA83 | f 10.46 | L 12.20 PM | 82.9 | | INDEPENDENCE..... | P | 64.5 | As 10.10 AM |
| RX | Yard | DA88 | s 10.58 11.40 AM | As 12.35 PM | 88.2 | OR..... | LA MOURE..... | PD | 59.2 | L 9.55 AM |
| | 35 | DB10 | f 12.02 PM | | 98.3 | BN..... | BERLIN..... | D | 49.1 | f 10.00 |
| | 32 | DB16 | f 12.19 | | 104.3 | | MEDBERRY..... | | 43.1 | f 9.50 |
| Y | | | | | 108.0 | | EDGELEY JUNCTION..... | | 39.4 | |
| | 43 | DB21 | s 12.46 | | 109.6 | ED..... | EDGELEY..... | D | 41.0 | s 9.37 |
| | S-2 | DB26 | f 1.30 | | 114.3 | | DEISEM..... | | 33.1 | f 9.13 |
| | 31 | DB34 | f 2.01 | | 122.1 | JU..... | JUD..... | D | 25.3 | f 8.56 |
| | 21 | DB41 | f 2.29 | | 129.4 | AD..... | ALFRED..... | D | 18.0 | f 8.35 |
| | 44 | DB48 | f 2.57 | | 136.6 | GC..... | GACKLE..... | D | 10.8 | f 8.15 |
| RXY | 35 | DB59 | A 3.45 PM | | 147.4 | SR..... | STREETER..... | D | 0.0 | L 7.45 AM |
| | | | 7.33 | .15 | | | Time Over Sub-Division | | .15 | 6.40 |
| | | | 10.9 | 21.2 | | | Average Speed Per Hour | | 21.2 | 22.6 |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

**FOURTH SUB-DIVISION
WESTWARD (CASSELTON BRANCH) EASTWARD**

| Water, Fuel, Track Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Distance from Casselton. | Time Table No. 84 | | Distance from Marion. | THIRD CLASS | |
|---|--------------------------|------------------|-------------|----------|--------------------------|-----------------------------|-------------|-----------------------|-------------|--|
| | | | 137 | | | April 25, 1965 | | | 138 | |
| | | | Way Frt. | | | STATIONS | | | Way Frt. | |
| | | | Mon., Thur. | | | Telegraph Offices and Calls | Mon., Thur. | | | |
| XY | Yard | 336 | L | 8.30 AM | 0.0 | CA.....CASSELTON.....PD | 60.3 | As | 4.25 PM | |
| | 13 | DG 6 | f | 8.48 | 6.2 |MYRA..... | 54.1 | f | 4.08 | |
| | 39 | DG12 | s | 9.06 | 12.7 | EB.....EMBDEN.....D | 47.6 | s | 3.54 | |
| | 35 | DG19 | s | 9.32 | 19.0 | C.....ALICE.....D | 41.3 | s | 3.37 | |
| | 8-18 | DG27 | f | 10.10 | 27.8 |LUCCA..... | 32.5 | f | 3.08 | |
| | 36 | DG32 | s | 10.30 | 32.6 |NOME..... | 27.7 | s | 2.55 | |
| | 14 | DG36 | f | 10.46 | 36.7 |EASTEDGE..... | 23.6 | f | 2.39 | |
| | 32 | DG41 | s | 11.08 | 41.1 | KR.....KATHRYN.....D | 19.2 | s | 2.23 | |
| | 19 | DG47 | s | 11.38 AM | 47.7 | HS.....HASTINGS.....D | 12.6 | s | 1.59 | |
| | 51 | DG52 | s | 12.08 PM | 52.9 | VI.....LITCHVILLE.....D | 7.4 | s | 1.40 | |
| RY | Yard | DG60 | A | 12.45 PM | 60.3 | MR.....MARION.....D | 0.0 | L | 1.15 PM | |
| | | | | 4.15 | | Time Over Sub-Division | | | 3.10 | |
| | | | | 14.2 | | Average Speed Per Hour | | | 19.0 | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS; EXCEPT NO. 137 IS SUPERIOR TO NO. 138 CASSELTON TO MARION.

**SIXTH SUB-DIVISION
WESTWARD (JAMES RIVER AND OAKES BRANCHES) EASTWARD** **5**

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | SECOND CLASS | | Distance from Oakes. | Time Table No. 84 | | Distance from Jamestown. | SECOND CLASS | |
|---|--------------------------|------------------|-------------------|----------|----------------------|-----------------------------|-------------------|--------------------------|--------------|--|
| | | | 155 | | | April 25, 1965 | | | 154 | |
| | | | Way Frt. | | | STATIONS | | | Way Frt. | |
| | | | Tue., Thur., Sat. | | | Telegraph Offices and Calls | Tue., Thur., Sat. | | | |
| RXY | Yard | DD69 | L | 11.50 AM | 0.0 | KS.....OAKES.....D | 69.1 | A | 10.50 AM | |
| | 35 | DD62 | f | 12.05 PM | 7.6 |GLOVER..... | 61.5 | f | 10.25 | |
| RXY | 18 | DA88 | As | 12.20 | 15.2 |INDEPENDENCE.....P | 53.9 | L | 10.10 | |

BETWEEN INDEPENDENCE AND LA MOURE TRAINS AND ENGINES WILL BE GOVERNED BY THIRD SUBDIVISION TIME TABLE AND SPECIAL INSTRUCTIONS.

| RXY | Yard | DA88 | L | 12.40 | 20.5 | OR.....LA MOURE.....PD | 48.6 | As | 9.55 | |
|------------|------|------|------|---------|------|-------------------------|-------------------------|------|---------|------|
| | | | | | | | | | | 27 |
| | | 30 | DD33 | s | 1.20 | 36.7 | DQ.....DICKEY.....D | 32.4 | s | 9.15 |
| | | 23 | DD26 | f | 1.35 | 43.0 | DN.....ADRIAN.....D | 26.1 | f | 9.01 |
| | | 30 | DD19 | f | 1.50 | 50.4 | MP.....MONTPELIER.....D | 18.7 | f | 8.40 |
| | | 42 | DD13 | s | 2.05 | 56.4 | PI.....YPSILANTI.....D | 12.7 | s | 8.25 |
| BKOR TWXYZ | Yard | 409 | A | 2.35 PM | 69.1 | JY.....JAMESTOWN.....DN | 0.0 | L | 8.00 AM | |
| | | | | 2.45 | | Time Over Sub-Division | | | 2.50 | |
| | | | | 25.1 | | Average Speed Per Hour | | | 24.4 | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

**FIFTH SUB-DIVISION
WESTWARD (COOPERSTOWN BRANCH) EASTWARD**

| Water, Fuel, Track Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Distance from Sanborn. | Time Table No. 84 | | Distance from McHenry. | THIRD CLASS | |
|---|--------------------------|------------------|-------------|----------|------------------------|-----------------------------|------------|------------------------|-------------|-----------|
| | | | 767 | | | April 25, 1965 | | | 768 766 | |
| | | | Way Frt. | | | STATIONS | | | Way Frt. | |
| | | | Tue., Fri. | | | Telegraph Offices and Calls | Wed., Sat. | | Tues., Fri. | |
| Y | Yard | 385 | L | 9.30 AM | 0.0 | SA.....SANBORN.....PD | 63.0 | A | 8.10 AM | |
| | 36 | DC 9 | f | 9.50 | 10.0 | OD.....ROGERS.....D | 53.0 | f | 7.35 | |
| | 56 | DC18 | f | 10.15 | 18.1 | DZ.....DAZEY.....D | 44.9 | f | 7.16 | |
| | 27 | DC24 | f | 10.30 | 23.6 |WALUM..... | 39.4 | f | 7.06 | |
| | 25 | DC27 | s | 10.40 | 26.7 | HF.....HANNAFORD.....D | 36.3 | s | 7.01 | |
| | 25 | DC32 | f | 10.50 AM | 32.9 |SHEPARD..... | 30.1 | f | 6.50 | |
| | 51 | DC36 | s | 12.19 PM | 36.8 | CP.....COOPERSTOWN.....D | 26.2 | s | 6.45 | |
| | 8-6 | DC45 | f | 12.40 | 45.8 |JESSIE..... | 17.2 | f | 6.24 | |
| X | 51 | DC51 | f | 12.55 | 51.3 | NF.....BINFORD.....D | 11.7 | L | 6.15 AM | A 2.15 PM |
| | 84 | DC56 | f | 1.10 | 56.6 |MOSE..... | 6.4 | | | 1.57 |
| RY | Yard | DC63 | A | 1.30 PM | 63.0 | MY.....MCHENRY.....D | 0.0 | | | L 1.45 PM |
| | | | | 4.00 | | Time Over Sub-Division | | | 1.55 | .30 |
| | | | | 15.7 | | Average Speed Per Hour | | | 26.7 | 23.4 |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS; EXCEPT NO. 767 IS SUPERIOR TO No. 766 BINFORD TO MCHENRY.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | | | Distance from Jamestown. | Time Table No. 84 April 25, 1965 | | | | Distance from Leeds. | THIRD CLASS | | | |
|---|-----------------------------|---------------------|--------------------|-----------------|----------------------|----------------------|------------------------------|-------------------------------------|---------------------|---------------------|----------------------|-------------------------|-------------|--|--|--|
| | | | 781 | 783 | 785 | 787 | | 782 | 784 | 786 | 788 | | | | | |
| | | | Way Frt. | Way Frt. | Way Frt. | Way Frt. | | Way Frt. | Way Frt. | Way Frt. | Way Frt. | | Way Frt. | | | |
| | | | Mon. Wed., Fri. | Mon. & Thur. | Sun., Tue., Thur. | Tue., Thur., Sat. | | Tue., Thur., Sat. | Tuesday & Friday | Mon., Wed., Fri. | Tue., Thur., Sat. | | | | | |
| BKOR TWXYZ | Yard | 409 | L 7.00 AM | L 10.00 AM | L 8.10 AM | 0.0 | JY..... JAMESTOWN... PDN | 108.6 | A 2.30 PM | A 12.35 PM | A 1.15 PM | | | | | |
| | 26 | DE 7 | f 7.15 | f 10.16 | f 8.25 | 6.5 | PARKHURST..... | 102.1 | f 2.01 | f 12.19 | f 12.45 | | | | | |
| | 59 | DE 14 | f 7.27 | s 10.30 | f 8.37 | 13.5 | BC..... BUCHANAN..... PD | 95.1 | f 1.48 | f 12.05 PM | f 12.30 | | | | | |
| XY | 48 | DE 21 | f 7.42 | A 10.50 AM | f 8.52 | 21.4 | PN..... PINGREE..... PD | 87.2 | f 1.39 | L 11.50 AM | f 12.16 | | | | | |
| | 35 | DE 28 | f 7.57 | | f 9.07 | 27.9 | EM..... EDMUNDS..... PD | 80.7 | f 1.28 | | f 12.05 PM | | | | | |
| | 29 | DE 35 | f 8.12 | | f 9.22 | 34.7 | MV..... MELVILLE..... PD | 73.9 | f 1.16 | | f 11.55 AM | | | | | |
| XY | 93 | DE 44 | s 8.50 | | A 10.00 AM | 43.8 | CN..... CARRINGTON..... PD | 64.8 | s 12.59 | | L 11.35 AM | | | | | |
| | 19 | DE 48 | f 9.02 | | | 48.4 | GUFFILL..... | 60.2 | f 12.48 | | | | | | | |
| | 36 | DE 51 | f 9.10 | | | 52.1 | BW..... BARLOW..... PD | 56.5 | f 12.40 | | | | | | | |
| X | 41 | DE 60 | s 9.45 | | | 59.8 | NR..... NEW ROCKFORD..... PD | 48.8 | s 12.25 PM | | | | | | | |
| | 38 | DE 71 | s 10.20 | | | 70.8 | NY..... SHEYENNE..... D | 37.8 | s 11.30 AM | | | | | | | |
| Y | 34 | DE 79 | A 11.05 AM | | L 8.35 AM | 79.6 | OB..... OBERON..... D | 29.0 | L 11.00 AM | | | A 11.00 AM | | | | |
| | 8-7 | DE 88 | | | f 8.42 | 83.5 | LALLIE..... | 25.1 | | | | f 10.45 | | | | |
| | 29 | DE 90 | | | s 8.55 | 90.4 | MW..... MINNEWAUKAN..... D | 18.2 | | | | s 10.35 | | | | |
| | 47 | DE 99 | | | f 9.10 | 98.9 | BR..... BRINSMADE..... D | 9.7 | | | | f 10.20 | | | | |
| Y | 28 | DE 108 | | | A 9.35 AM | 108.6 | LD..... LEEDS..... D | 0.0 | | | | L 10.00 AM | | | | |
| | | | 4.05 | .50 | 1.50 | | Time Over Sub-Division | | 3.80 | .45 | 1.40 | | 1.00 | | | |
| | | | 19.5 | 25.7 | 23.9 | 29.0 | Average Speed Per Hour | | 22.7 | 28.5 | 26.3 | | 29.0 | | | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS; EXCEPT
NO. 787 IS SUPERIOR TO NO. 788 OBERON TO LEEDS.

WESTWARD EIGHTH SUB-DIVISION (WILTON BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Distance from Pingree. | Time Table No. 84 April 25, 1965 | | Distance from Wilton. | THIRD CLASS | |
|---|-----------------------------|---------------------|-------------------|-------------------|-------------------------------|-------------------------------------|------------------|--------------------------|-------------|--|
| | | | 783 | 784 | | 783 | 784 | | | |
| | | | Way Frt. | Way Frt. | | Way Frt. | Way Frt. | | | |
| | | | Mon. and Thur. | Mon. and Thur. | | Tue. and Fri. | Tue. and Fri. | | | |
| XY | 48 | DE 21 | L 11.01 AM | 0.0 | PN..... PINGREE..... PD | 93.2 | As 11.45 AM | | | |
| | 32 | DR 9 | f 11.22 | 8.7 | VASHTI..... P | 84.5 | f 11.17 | | | |
| | | DR 15 | f 11.36 | 15.5 | GOLDWIN..... | 77.7 | f 11.02 | | | |
| | 26 | DR 20 | s 11.55 AM | 20.5 | WO..... WOODWORTH..... PD | 72.7 | s 10.51 | | | |
| | 23 | DR 32 | s 12.25 PM | 31.9 | BN..... PETTIBONE..... PD | 61.3 | s 10.10 | | | |
| | 32 | DR 37 | s 12.40 | 36.7 | WA..... LAKE WILLIAMS..... PD | 56.5 | s 10.01 | | | |
| | 24 | DR 45 | s 1.05 | 45.1 | R..... ROBINSON..... PD | 48.1 | s 9.45 | | | |
| | 24 | DR 55 | s 1.35 | 55.1 | KN..... TUTTLE..... PD | 38.1 | s 9.26 | | | |
| | 22 | DR 63 | f 1.57 | 63.3 | ARENA..... P | 29.9 | f 9.10 | | | |
| | 24 | DR 69 | s 2.22 | 69.1 | WG..... WING..... PD | 24.1 | s 8.59 | | | |
| | 23 | DR 81 | s 2.50 | 81.2 | GN..... REGAN..... PD | 12.0 | s 8.35 | | | |
| | 24 | DR 86 | f 3.01 | 86.3 | STILL..... | 6.9 | f 8.25 | | | |
| XYR | Yard | DR 93 | A 3.30 PM | 93.2 | WX..... WILTON..... PD | 0.0 | L 8.10 AM | | | |
| | | | 4.29 | | Time Over Sub-Division | | 3.85 | | | |
| | | | 20.8 | | Average Speed Per Hour | | 26.0 | | | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD NINTH SUB-DIVISION (SYKESTON BRANCH) EASTWARD

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Distance from Carrington. | Time Table No. 84 April 25, 1965 | | Distance from Turtle Lake. | THIRD CLASS | |
|---|-----------------------------|---------------------|-----------------------|-----------------------|------------------------------|-------------------------------------|--------------------|-------------------------------|-------------|--|
| | | | 785 | 786 | | 785 | 786 | | | |
| | | | Way Frt. | Way Frt. | | Way Frt. | Way Frt. | | | |
| | | | Sun., Tues. Thurs. | Sun., Tues. Thurs. | | Mon. Wed., Fri. | Mon. Wed., Fri. | | | |
| XY | 93 | DE 44 | L 10.50 AM | 0.0 | CN..... CARRINGTON..... D | 84.9 | A 11.05 AM | | | |
| | 15 | DF 7 | f 11.07 | 7.1 | DOVER..... | 77.8 | f 10.42 | | | |
| | 28 | DF 13 | s 11.30 | 13.0 | SQ..... SYKESTON..... D | 71.9 | s 10.26 | | | |
| | 21 | DF 19 | s 11.48 AM | 20.0 | H..... HEATON..... D | 64.9 | s 10.07 | | | |
| | 33 | DF 27 | s 12.16 PM | 27.7 | BD..... BOWDON..... D | 57.2 | s 9.46 | | | |
| | 19 | DF 32 | s 12.33 | 33.1 | CH..... CHASELEY..... D | 51.8 | s 9.31 | | | |
| | 38 | DF 38 | s 12.55 | 38.3 | HD..... HURDSFIELD..... D | 46.6 | s 9.17 | | | |
| | 36 | DF 47 | s 1.30 | 47.9 | GH..... GOODRICH..... D | 37.0 | s 8.47 | | | |
| | 36 | DF 54 | s 1.57 | 54.3 | DF..... DENHOFF..... D | 30.6 | s 8.33 | | | |
| | 39 | DF 63 | s 2.30 | 63.3 | MC..... McCLUSKY..... D | 21.6 | s 8.08 | | | |
| | S13 | DF 69 | f 2.46 | 69.8 | PICKARDVILLE..... | 15.1 | f 7.43 | | | |
| | 21 | DF 76 | s 3.08 | 76.3 | RC..... MERCER..... D | 8.6 | s 7.25 | | | |
| WXYR | Yard | DF 84 | A 3.35 PM | 84.9 | TU..... TURTLE LAKE..... D | 0.0 | L 7.05 AM | | | |
| | | | 4.45 | | Time Over Sub-Division | | 4.00 | | | |
| | | | 17.9 | | Average Speed Per Hour | | 21.2 | | | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

TENTH SUB-DIVISION
WESTWARD (OBERON BRANCH) EASTWARD

| Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Time Table No. 84 April 25, 1965 | Distance from Esmond. | THIRD CLASS | |
|---|--------------------------|------------------|-------------|-----------------------|-------------------------------------|-----------------------|-------------|-----------------------|
| | | | 781 | | | | 782 | |
| | | | Way Frt. | Distance from Oberon. | | | Way Frt. | Distance from Esmond. |
| Y | Yard | DE79 | L 11.40 AM | 0.0 | OB..... OBERON..... D | 27.5 | A 8.35 AM | |
| | | 20 DH 5 | f 11.52 AM | 5.3 | JOSEPHINE..... | 22.2 | f 8.16 | |
| | | 20 DH10 | f 12.02 PM | 10.3 | FLORA..... | 17.2 | f 7.59 | |
| | | 31 DH15 | s 12.44 | 15.4 | MK..... MADDOCK..... D | 12.1 | s 7.42 | |
| | | 19 DH20 | f 12.55 | 20.4 | HESPER..... | 7.1 | f 7.25 | |
| RXY | Yard | DH28 | A 1.30 PM | 27.5 | ES..... ESMOND..... D | 0.0 | L 7.00 AM | |
| | | | 1.60 | | Time Over Sub-Division | | 1.85 | |
| | | | 16.0 | | Average Speed Per Hour | | 17.3 | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

ELEVENTH SUB-DIVISION
WESTWARD (LINTON BRANCH) EASTWARD

| Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Time Table No. 84 April 25, 1965 | Distance from McKensie. | THIRD CLASS | |
|---|--------------------------|------------------|-------------|-------------------------|-------------------------------------|-------------------------|-------------|-----------------------|
| | | | 175 | | | | 176 | |
| | | | Way Frt. | Distance from McKensie. | | | Way Frt. | Distance from Linton. |
| Y | Yard | 492 | L 11.30 AM | 0.0 | MZ..... MCKENZIE..... D | 44.6 | A 8.05 AM | |
| | | S12 DK11 | f 11.51 AM | 11.7 | MOFFITT..... | 32.9 | f 7.45 | |
| | | S13 DK19 | f 12.06 PM | 19.8 | DANA..... | 24.8 | f 7.30 | |
| | | 38 DK28 | s 12.28 | 27.7 | HZ..... HAZELTON..... D | 16.9 | s 7.17 | |
| | | 26 DK37 | f 12.49 | 36.7 | VK..... TEMVIK..... D | 7.9 | f 7.02 | |
| RXY | Yard | DK45 | A 1.10 PM | 44.6 | ON..... LINTON..... D | 0.0 | L 6.45 AM | |
| | | | 1.40 | | Time Over Sub-Division | | 1.20 | |
| | | | 26.8 | | Average Speed Per Hour | | 33.5 | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

TWELFTH SUB-DIVISION
WESTWARD (MANDAN SOUTH LINE) EASTWARD

| Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | SECOND CLASS | | Time Table No. 84 April 25, 1965 Mountain Standard Time. | Distance from Mott. | SECOND CLASS | |
|---|--------------------------|------------------|----------------------------|-----------------------|--|---------------------|-----------------------------|---------------------|
| | | | 789 | | | | 790 | |
| | | | Mixed Mon., Wed., and Fri. | Distance from Mandan. | | | Mixed Tue., Thur., and Sat. | Distance from Mott. |
| BOKRT WXYZ | Yard | 515 | L 6.50 AM | 0.0 | A..... MANDAN..... DN | 126.5 | A 12.05 PM | |
| | | 29 DJ13 | f 7.16 | 12.8 | SCHMIDT..... | 118.7 | f 11.35 AM | |
| | | 82 DJ20 | f 7.31 | 20.0 | HUFF..... | 106.5 | f 11.17 | |
| | | 86 DJ28 | f 7.55 | 27.9 | FORT RICE..... | 98.6 | f 10.57 | |
| Y | | DJ36 | | 35.6 | CANNON BALL JCT..... | 90.9 | | |
| | | | | | To Cannon Ball 1.2 | | | |
| | | | | | To Solen 10.7 | | | |
| | | 23 DJ37 | s 8.35 | 36.8 | CB..... CANNON BALL..... D | 92.1 | s 10.31 | |
| | | 23 DM11 | s 9.07 | 46.3 | SN..... SOLEN..... D | 80.2 | s 10.01 | |
| | | 16 DM18 | f 9.22 | 53.6 | BREIEN..... | 72.9 | f 9.45 | |
| | | S-13 DM22 | f 9.30 | 57.3 | TIMMER..... | 69.2 | f 9.37 | |
| | | 48 DM35 | s 10.05 | 70.1 | PH..... FLASHER..... D | 56.4 | s 9.10 | |
| | | 18 DM43 | f 10.25 | 78.8 | LARK..... | 47.7 | f 8.52 | |
| | | 32 DM53 | s 10.50 | 88.5 | CO..... CARSON..... D | 38.0 | s 8.32 | |
| | | 16 DM60 | f 11.04 | 95.3 | HL..... HEIL..... D | 31.2 | f 8.18 | |
| | | 44 DM67 | s 11.19 | 102.4 | SY..... ELGIN..... D | 24.1 | s 8.03 | |
| | | 11 DM72 | s 11.30 | 107.8 | NE... NEW LEIPZIG..... D | 18.7 | s 7.52 | |
| | | 28 DM83 | f 11.52 AM | 118.0 | BX..... BURT..... D | 8.5 | f 7.32 | |
| RWXY | Yard | DM91 | A 12.15 PM | 126.5 | MO..... MOTT..... D | 0.0 | L 7.15 AM | |
| | | | 8.25 | | Time Over Sub-Division | | 4.80 | |
| | | | 23.8 | | Average Speed Per Hour | | 26.7 | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

THIRTEENTH SUB-DIVISION
WESTWARD (MANDAN NORTH LINE) EASTWARD

| Water, Fuel, Seales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Time Table No. 84 April 25, 1965 Mountain Standard Time. | Distance from Mandan. | THIRD CLASS | |
|---|--------------------------|------------------|-------------|-----------------------|--|-----------------------|-------------|-------------------------|
| | | | 791 | | | | 792 | |
| | | | Way Frt. | Distance from Mandan. | | | Way Frt. | Distance from Killdeer. |
| BOKRT WXYZ | Yard | 515 | L 7.00 AM | 0.0 | A..... MANDAN..... PDN | 122.2 | A 1.05 PM | |
| | | 64 DW 10 | f 7.30 | 11.1 | HARMON..... P | 111.1 | f 12.25 | |
| | | 94 DW 20 | f 7.50 | 21.1 | PRICE..... P | 101.1 | f 12.05 PM | |
| | | 34 DW 27 | f 8.05 | 28.1 | SANGER..... P | 94.1 | f 11.50 AM | |
| | | 94 DW 35 | f 8.21 | 35.9 | HENSLE..... P | 86.3 | f 11.30 | |
| | | 23 DW 43 | f 8.39 | 44.4 | FC..... FORT CLARK..... PD | 77.8 | f 11.10 | |
| | | 78 DW 52 | f 8.59 | 53.6 | SK..... STANTON..... PD | 68.7 | f 10.50 | |
| XY | | 90 DW 65 | s 9.30 | 65.4 | HN..... HAZEN..... PD | 56.8 | s 10.25 | |
| | | | | | To Truax 6.7 | | | |
| | | | | | To Boulah 8.2 | | | |
| X | Yard | DY 6 | | 72.1 | TRUAX..... | 63.5 | | |
| X | | 20 DW 73 | s 10.01 | 73.6 | BH..... BEULAH..... PD | 48.6 | s 10.01 | |
| | | | | | ZAP..... PD | 41.2 | s 8.45 | |
| | | 23 DW 87 | s 11.15 | 87.9 | GV... GOLDEN VALLEY... PD | 34.8 | s 8.30 | |
| | | 21 DW 94 | s 11.30 | 94.7 | D..... DODGE..... PD | 27.4 | s 8.13 | |
| | | 23 DW101 | s 11.45 AM | 102.0 | HA..... HALLIDAY..... PD | 20.2 | s 7.58 | |
| | | 23 DW107 | s 12.01 PM | 107.6 | WN..... WERNER..... PD | 14.5 | s 7.46 | |
| | | 23 DW116 | s 12.20 | 115.5 | DU... DUNN CENTER... PD | 6.7 | s 7.30 | |
| RXY | Yard | DW122 | A 12.50 PM | 122.2 | KD..... KILLDEER..... PD | 0.0 | L 7.15 AM | |
| | | | 5.60 | | Time Over Sub-Division | | 5.50 | |
| | | | 20.9 | | Average Speed Per Hour | | 20.9 | |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

RAILROAD CROSSINGS AND INTERLOCKINGS

First Subdivision—

MOORHEAD

G. N. Crossing—Interlocked.

FARGO

C. M. St. P. & P. Crossing—Automatic Interlocking.

CASSELTON

G. N. Crossing—Interlocked.

BLOOM

Automatic Dual Control Switch.

Second Subdivision—

ELDRIDGE

Automatic Dual Control Switch.

BISMARCK

Soo Line Crossing two miles east—Automatic Interlocking.

Third Subdivision—

FARGO

CMSTP&P Crossing.

DAVENPORT

G. N. Crossing—Automatic Interlocking.

SHELDON

M. P. 43, two miles west, Soo Line Crossing.

EDGELEY

M. C. Crossing.

EDGELEY JCT.

M. P. 108, one mile west, M. C. Crossing.

Fourth Subdivision—

LUCCA

Soo Line Crossing.

Fifth Subdivision—

ROGERS

Soo Line Crossing.

HANNAFORD

G. N. Crossing—Automatic Interlocking.

Sixth Subdivision—

JAMESTOWN

M. C. Crossing—6.2 miles east.

Seventh Subdivision—

CARRINGTON

Soo Line Crossing.

NEW ROCKFORD

G. N. Crossing—Automatic Interlocking.

MINNEWAUKAN

Soo Line Crossing—six miles west.

Eleventh Subdivision—

MOFFITT

Soo Line Crossing—one mile west.

COMMERCIAL SPURS

First Subdivision

| | Miles from Dilworth | Car Capacity |
|------------------------------|------------------------|-----------------|
| International Harvester..... | 7.6 | 15 |
| Norpak..... | 19.4 | 20 |
| Dalrymple..... | 22.3 | 65 |

Second Subdivision

| | Jamestown | |
|---------------------|-----------|----|
| Water Works..... | 103.4 | 16 |
| Standard Spur..... | 9.4 | 23 |
| Jennings Spur..... | 105.9 | 12 |
| J. T. Grain Co..... | 3.3 | 69 |

Eleventh Subdivision

| | McKenzie | |
|------------------|----------|---|
| Sueltz Spur..... | 16.9 | 3 |

Thirteenth Subdivision

| | Mandan | |
|-----------------------------|--------|-----|
| Standard Oil Refinery..... | 3.3 | 37 |
| Duke Spur..... | 3.4 | 5 |
| Montana-Dakota Utility..... | 3.8 | 55 |
| Basin Electric..... | 47.4 | 21 |
| Truax-Traer Spur..... | 47.6 | 14 |
| United Power Spur..... | 47.9 | 81 |
| United Power Spur..... | 48.6 | 14 |
| Republic..... | 79.0 | 172 |

SPEED TABLE

| Time Per Mile | | | Miles | | | Time Per Mile | | | Miles | | |
|---------------|---------|----------|---------|---------|----------|---------------|---------|----------|---------|---------|----------|
| Minutes | Seconds | Per Hour | Minutes | Seconds | Per Hour | Minutes | Seconds | Per Hour | Minutes | Seconds | Per Hour |
| 0 | 45 | 80 | 1 | 12 | 50 | | | | | | |
| 0 | 46 | 78.3 | 1 | 15 | 48 | | | | | | |
| 0 | 47 | 76.6 | 1 | 20 | 45 | | | | | | |
| 0 | 48 | 75 | 1 | 25 | 42.3 | | | | | | |
| 0 | 49 | 73.5 | 1 | 30 | 40 | | | | | | |
| 0 | 50 | 72 | 1 | 40 | 36 | | | | | | |
| 0 | 51 | 70.6 | 1 | 45 | 34.3 | | | | | | |
| 0 | 52 | 69.2 | 1 | 50 | 32.7 | | | | | | |
| 0 | 53 | 67.9 | 2 | .. | 30 | | | | | | |
| 0 | 54 | 66.6 | 2 | 10 | 27.6 | | | | | | |
| 0 | 55 | 65.4 | 2 | 15 | 26.6 | | | | | | |
| 0 | 56 | 64.2 | 2 | 20 | 25.7 | | | | | | |
| 0 | 57 | 63.1 | 2 | 30 | 24 | | | | | | |
| 0 | 58 | 62 | 2 | 40 | 22.5 | | | | | | |
| 0 | 59 | 61 | 2 | 45 | 21.8 | | | | | | |
| 1 | .. | 60 | 2 | 50 | 21.2 | | | | | | |
| 1 | 1 | 59 | 3 | .. | 20 | | | | | | |
| 1 | 2 | 58 | 3 | 9 | 19 | | | | | | |
| 1 | 3 | 57.1 | 3 | 20 | 18 | | | | | | |
| 1 | 4 | 56.2 | 3 | 31 | 17 | | | | | | |
| 1 | 5 | 55.3 | 3 | 45 | 16 | | | | | | |
| 1 | 6 | 54.5 | 4 | .. | 15 | | | | | | |
| 1 | 7 | 53.7 | 5 | .. | 12 | | | | | | |
| 1 | 8 | 52.9 | 6 | .. | 10 | | | | | | |
| 1 | 9 | 52.1 | 7 | 30 | 8 | | | | | | |
| 1 | 10 | 51.4 | 10 | .. | 6 | | | | | | |

R. M. JOHNSON, Asst. Supt. **H. W. JOHNSTONE,** Trainmaster **G. G. RICHARDSON,** Trainmaster

T. J. SAMUELSON, Asst. Trainmaster **R. C. JUDSON,** Trainmaster-Roadmaster **H. C. FREDRICKSON,** Chief Dispatcher

Cross-Overs—Dilworth, Moorhead, Fargo, West Fargo, Fife, Mapleton, Casselton, Magnolia, Jamestown, MP 96 west of Jamestown.