NORTHERN PACIFIC RAILROAD.

T. F. OAKES, H. C. PAYNE and H. C. ROUSE, RECEIVERS.

DAKOTA DIVISION.

No. 30A TIME SCHEDULE No. 30A

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

MONDAY, AUGUST 19th, 1895.

SUCCEEDING CARDS AS SHOWN WITHIN.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current card, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

M. C. KIMBERLY.

Gen'l Superintendent.

J. W. KENDRICK,

Gen'l Manager.

T. J. DeLAMERE,

Supt. Transportation.

DAKOTA DIVISION-First District.

West Bound.

Central or 90th Meridian Time.

	PRINT 2 N CT	The state of the s	No. 53	F-3	app a	August 19th, 1895 Succeeding No. 30	Pan	Z	No. I	No. 7
COLUMN TWO IS NOT	Third Class	Third Class	Second Class	ales	Station		Distance from Fargo	Pole No.	First Class	First Class
	EX. SUNDAY	DAILY	DAILY	Sec		STATIONS	# ·	55.0	DAILY	EX. SUNDAY
	De 7.30 A M	De 5.00 P M	T .	WC STT		Fargo 5.3	0.0	1	De 12.55 A M	De 7.00 A M
	7.55	5.25	3.25		320	Haggart 3.0	5.3	161	* 1.09	F 7.15
	8.07	5,39	3,37	100	324	Canfield 4.2	8.3		* 1.14	F 7.21
	Ar 8.27 De 8.32 M 2	5.55	3.53 M 60	_ w	328	Mapleton 2.4	12.5	100	F 1.22	7.29
	8.40	6,05	4.02		331	Greene 3.0	14.9		* 1,26	F 7.33
	8.51	6.18	4.13		334	Dalrymple 2.2	17.9	550		F 7.38
	Ar 9.00 De 9.30	6.28	4.23		336	Casselton 3.8	20.1	617	1.36	7.43
	9.50	6.57	4.48	W	342	Sidney 2.7	23.9	731	DE TELEVISION	F 7.50
	10.35	Ar 7.15	5.02	W	346	Wheatland 3.8	26.6	Dist	F 1.48	7.59 M 2
	11.45 A M	De 7.20 M 8	3.25	F	352	Magnolia 5.8 Buffalo	36.2	926	نات نائلہ	F 8.08
RECUE	M 60 Ar 12.20 P M	8.05	5.48	w	358	5.9 Tower City	A CONTRACTOR	1279	2.08	8.22
	De 12.25 M 54 12.52	8.25 M 56		-	363	5.5 Oriska		1447		8.34
	1,15	8.46	Ar 6.28	-	368	4.7 Alta	100	1586		S.47 F 8.57
		الأور استونيل	De 6.33 M 8			5,6	0	1000	2.90	F 5.57
FEET STATE	2.00	9.18	6.53		374	Valley City 4.9	Section 1	1758	2,57	9,68
	2.35	9.46	7.10 M 56		379	Berea 2.8		1908		F 9.20 M 60
	3.22	10.14	7.20	v	385	Hobart 3.5 Sanborn		1993		F 9.25
	3.52	10.30	7.45	w	389	3.7 Eckelson		2097	3.24	9.32
	4.32	10.54	8,02	-	394	5.3 Urbana	10.1	2218		9.39
	Ar 5.03	11.11	8.15	-	398	4.0 Spiritwood		2495		F 9,49
100	De 5.08 M 8 5.30 M 56	11.38	8.37	-	403	6.0 Bloom	1 1		* 4.02	9.57 M 54
	Ar 5.55 P M	Ar 11.58 P M			409	Jamestown			DESTRUCTION	F 10.10 Ar 10.20 A M
	EX. SUNDAY	 DAILY	DAILY	ST					THE PERSON NAMED IN	EX. SUNDAY

W-Water.

Fullfaced figures (1, 2, 3, etc.,) denote meeting and passing stations.

C-Coal. S-Scales. T-Table. Y-Wye.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Fargo, Valley City and Jamestown, and will not pass any registering station, which has telegraph service, without an order or clearance. Conductors of east bound trains will register at Haggart.

The speed of trains must not exceed ten (10) miles per hour while crossing the trestle over Lake

Fargo yard extends from yard limit board west of Fargo and Southwestern Junction to east end of Red River bridge. Passenger trains will not exceed fifteen (15) and freight trains six (6) miles per hour through any portion of Fargo yard, and no train will exceed four (4) miles per hour crossing Broadway. All trains must come to a full stop before crossing C. M. & St. P. track one mile west of Fargo, and the Great Northern tracks one-half mile and four miles west of Casselton.

T. C. COMSTOCK, Trainmaster, Jamestown.

SPECIAL RULES GOVERNING THE USE OF DOUBLE TRACK BETWEEN FARGO AND HAGGART.

RULE 1. Trains entering double track will keep to the right. RULE 2. Double track commences at first switch east of stock yards, at Haggart station, which will be set and locked for West Bound trains.

RULE 3. Trains approaching on double track will give two short blasts of the whistle, and reduce speed while passing. All trains must approach F, & S. W. Junction under control.

DAKOTA DIVISION-First District.

Central or 90th Meridian Time.

East Bound.

	Painth, Minneapolis & St. Paul Express. No. 8.	ATLANTIC MAIL No. 2	Distance from Jamestown	Time Card No. 30 A. August 19th, 1895. Succeeding No. 30.	Capacity of Side Tracks	raph	Express Fr'r No. 54	FREIGHT. No. 56.	WAY FREIGHT No. 60
	First-Class	First Class	stan		de de	Teleg	Second Class	Third Class	Third Class
	EX, SUNDAY	DAILY	20	STATIONS	UZ	35	DAILY	DAILY	EX. SUNDAY
	Ar 8.30 P M	Ar 9.02 A M	92.8	Fargo 5,3	500	N	Ar 3.00 P M M 53	Ar 11.50 P M	Ar 5,25 P M
	P 8,15	F 845	87.5	Haggart 3.0	90		2.35	11.20	4.55 M.55
	F 8.08	* 8.39	84.5	Canfield 4.2	50		2.23	11.08	4.30 D T
	7.58	8.32 M 59	80.3	Mapleton 2.4	88	D	2.08	10.52	De 3.53 M 53
	F 7.53	* 8.27	77.9	Greene 3.0	SO		2.00	10.42	Ar 3.48 3.19
	P 7.47	* 8.21	74.9	Dalrymple 2.2	66		1.50	10.30	2.51
	7.42	8.15	72.7	Casselton 3.8	158	N	1.43	10.20	2.30
	F 7.33	* S.05	68.9	Sidney 2.7	33		1.30	10.05	1.45
	7.28	7.59 M 7	66.2	Wheatland	86	D	1.20 P 60	9.54	De 1,20 54 P
	F 7.20 M 55	* 7.50	62.4	Magnolia 5.8	44		1.07	9.38	Ar 1.15 12.30 P M
	7.07	7.39	56.6	Buffalo 5.9	97	N	12.46	9.15	11.45 A M M 59
	6,55	7.28	50.7	Tower City	130	D	12.25 M 59	8.50	11.13
	6.43	F 7.17	45.2	Oriska 4.7	92	D	12.06 P M	8.25 M 55	10.43
	6.33 M 53	* 7.08	40.5	Alta 5.6	45		11.50 A M	8.05	10.17
	De 6.20 Ar † 6.00	6,53	34.9	Valley City	160	N	11.24	7.35	9.47
	F 5.48	* 6.40	30,0	Berea 2.8	44		11.00	De 7.10 M 53 Ar 7.05	De 9.20 M 7 Ar 9.15
	F 5.43	* 6.36	27.2	Hobart 3.5	30	H	10.51	6,52	9.01
	5.36	6.30	23.7	Sanborn 3.7	128	N	10.40	6.38	8.46
1	5.28	F 6.20	20.0	Eckelson 5.3	40	D	10.27	6.22	8.30
	F 5.17	* 6.09	14.7	Urbana 4.0	42		10.10	6.04	8.06
	5.08 M 59	F 6.02	10.7	Spiritwood 6.0	78	D	De 9.57 M 7 Ar 9.52	5.51	7.49
Me di	F 4.55	* 5.50	4.7	Bloom 4.7	44		9.23	5.30 M 59.	7.22
	De 4 45 P M	De 5.40 A M	0.0	Jamestown	200	N	De 9.00 A M	De 5,00 P M	De 7.00 A M
	EX. SUNDAY	DAILY					DAILY	DAILY	EX. SUNDAY

D-Day and N-Night and Day Telegraph Office.

D T-Double Track.

Trains 7 and 8 will come to a full stop at Fargo shops.

Special attention is called to Rules 128 and 131 which also govern trains at water tanks outside of switches.

Before passing any station freight engineers must obtain signal from rear of train.

Freight brakemen must be on top of train when approaching and passing all stations. All car doors must be kept closed while in trains.

Freight Trains are not allowed to carry passengers without permit.

C. J. WILSON, Superintendent, Jamestown.

DAKOTA DIVISION-Second District.

West Bound.

Central or 90th Meridian Time.

	WAY FREIGHT No. 55	EXPRESS FR'T No. 53	r, Coal, Tables Wyes	Station	Time Card No. 30A August 19th, 1895 Succeeding No. 30	Distance from Jamestown	No,		No. 1	
ASSESSMENT DESCRIPTION OF THE PARTY.	Third Class	Second Class	and and	Nun		Tit.	Pole	Fi	rst Class	
THE REPORT OF THE PARTY OF THE	DAILY	DAILY	≥ 60		STATIONS	à n			DAILY	Maria San Line Street
	De 4.35 A M 1 P	De 9.10 P M	WC 4	109	Jamestown 7.0		2823	De	4.20 A M P 55	
	Ar 5.12 De 5.17 M 2	9.37	- B	116	Eldridge 9.2	7.0	3047	F	4.86	
	5,55	10,10	W 4	125	Windsor 3.9	16.2	3327		5.00 M 2	
	6.12	10.23		129	Cleveland 8.5	20.1	3141	**	5.07	
	Ar 6.46 De 6.51 M 54	10.49	100,100	138	Medina 8,2	28.6	3705	P	5.23	
	7.24	11.14	7. 15	146	Crystal Springs	36.8	3949	P	5.39	
	7.54	11.39	1201	154	Tappen 5.5	44.8	4188	P (5.55 M 54	
	8.15	J. S. B.	WC 4	200	Dawson 7.9		4355	į i	6.10	
	8.45	12.33 A M		67	Steele 6.5	58.2	4594		6.26	
	9.10	1,00		174	Geneva 4.5		4794		6.38	
	9.27	1.19	Wyst	78	Driscoll 7.5	100	4924		6.47	
	9.55 M 56	1.51		86	Sterling 6.2		5151		7.02	
	10.17	2.16		192	McKenzie 5.2		5340		7.15	
	10.35	Ar 2.40 De 2.45 M 2		97	Burleigh 5,3		5469		7.25	
	10.53	3.05 M 54		506	Apple Creek 7.5	1.50	5767		7.35	
	Ar 11.20 A M De 12.10 P M	3.34	ST	10	Bismarck 5.8	100,9			.50 M 56	
	Ar 12.40 P M	Ar 4.00 A M	W C 5	15	Mandan	106.7	6054	Ar	8.05 A M	
	DAILY	DAILY							DAILY	THE PERSON

M-Meet.

P-Pass.

*-Trains do not stop for passengers.

F-Flag Station.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

W-Water.

C-Coal.

S-Scales.

T-Table. Y-Wyc.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Jamestown and Mandan, and must not pass any registering station, which has telegraph service, without an order or clearance.

All east bound trains and light engines must come to a full stop before crossing at J. & N. Junction one mile west of Jamestown. The speed of trains must not exceed six (6) miles per hour between J. & N. Junction and Jamestown passenger depot.

T. C. COMSTOCK, Trainmaster, Jamestown.

DAKOTA DIVISION-Second District.

Central or 90th Meridian Time.

East Bound.

	ATLANTIC MAIL No. 2	strince from Mundan	Time Card No. 30A August 19th, 1895. Succeeding No. 30.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54	WAY FREIGHT No. 56.	2. 美国 有限 定的 联系统
	First Class	Men		69	950	Second Class	Third Class	AND DESIGNATION OF THE PERSON
	DAILY	\$ - J	STATIONS	Uac		DAILY	DAILS	CONTRACTOR STATES
	Ar 5.35 A M	106.7	Jamestown 7.0	200	N	Ar 8.30 A M	Ar 2.45 P M	
	F 5.17 M 55	99.7	Eldridge 9.2	88	15.0	8.05	2.18	THE REPORT OF THE PARTY OF THE PARTY.
	5,00 M 1	90.5	Windsor 3.9	96	D	7.33	1.43	
	* 4.52	86.6	Cleveland 8.5	56		7.20	1.28	3788 E. H. L. S.
	F 4.37	78.1	Medina 8.2	90		6.51 M 55	12,55	
	F 4.22	69.9	Crystal Springs	51	D	6.23	12.24 P M	
	F 4.07	61.9	Tappen 5.5	69		De 5.55 M 1 Ar 5.50	11.54 A M	
	3.55	56.4	Dawson 7.9	104	N	5.30	11.33	
	3.37	48.5	Steele 6.5	124	D	5,00	11.03	
	* 3.26	42.0	Geneva 4.5	39		4.38	10.38	
	F 3.18	37.5	Driscoll 7.5	26	- 11	4.24	10,22	
	F 3.06	30.0	Sterling 6.2 •	45	N	4,00	9.55 M 55	
在国际 医共享 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.4	F 2.54	23.8	McKenzie 5.2	45		3,40	9.30	
	F 2,45 M 53	18.6	Burleigh 5.3	63	1.0	3.22	9.10	
	* 2.34	13.3	Apple Creek 7.5	41		3.05 M 53	8,50	
	2.17 P 54	5.8	Bismarck 5.8	500		De 2.17 2 P Ar 2.12	De 8.20 M 1	
	De 2.00 A M	0.0	Mandan	450	N		De 6,30 A M	1457 Day (9552 454 255 p. 1-1
	DAILY	HATE H				DAILY	DAILY	

D-Day and N-Night and Day Telegraph Office.

Special attention is called to Rules 128 and 131 which also govern trains outside of switches. Before passing any station freight engineers must obtain signal from rear of train. Freight brakemen must be on top of train when approaching and passing all stations.

All car doors must be kept closed while in trains.

Freight trains are not allowed to carry passengers without permit.

C. J. WILSON, Superintendent,

Jamestown.

FARCO & SOUTHWESTERN R. R. COMPANY.

NORTHERN PACIFIC, LA MOURE AND MISSOURI RIVER RAILROAD COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

	MIXED No. 121 (J. R V. 121)	No. 109	PASSENGER No. 107	er, Coal, s, Tables d Wyes	Station	Distance om Fargo	Time Card No. 30B August 19th, 1895 Succeeding No. 30 A	Distance from End of Track	Capacity of Side Tracks	relegraph Offices	PASSENGER No. 108	FREIGHT No. 110	MIXED No. 122 (J. R. V. 122)	
	MON. WED & FRI.	Third Class	First Class	Vater gales,	20%	Prom	STATIONS	nde	Side	Tele	First Class	Third Class	Second Class	
	MON, WEIL & PRI.	De 6,30 A M	De S.00 A M	MON	210			Same and		100	EX. SUNDAY	EX. SUNDAY	MON., WED. & PRI.	
Name of Street Control			Market Street	WC8 TY	THE REAL PROPERTY.	0,0	Farge 4.2	109.9	500	N	Ar 7.15 P M	Ar 5.30 P M		
		6.47	F 8,12		DA 4	4.2	Cotters 6.5	105.7	36	37	F 7.02	5.02	THE PARTY NAMED IN	
		7.13	8.30	Wind West	DA 11	10.7	Horace 5.5	99,2	40	D	6,45	4.20		
15.		7.85	F 8.46		DA 16	16.2		93.7	31		F 6.32	3,44		
		7.50	8.55		DA 19	19.4	Davenport	90,5	39	D	6.23	3.24		
100		8.13	F 9.12		DA 25	25.3	5.9 Woods	84.6	24		F 6.09	2,45		
1000		8.28	9,22	W	DA 26	29.2	3.9 Leonard	80.7	37	D	6.00	2.20		
		8,55	F 9.40		DA 34	35,5	6.3 Coburn	74.4	39		F 5.43	1.40		
		Ar 9.20	9.57 P 109	- 10	DA-42		6.2 Sheldon	68.2	100		5.28			
1		De 9.57 107 P	F 10.22		71	100	9.0				Jan 19 19 19 19 19 19 19 19 19 19 19 19 19	1.00 P M		
	Hiran Carl		Market Market	# 1	DA 50		Buttzville 5.7	59,2		10	F 5.05	11.59 A M		
- Land		11.15 M 110	10.40 M 110	W.C	DA 56	56.4	Lisbon 7.6	53.5	79	D	4,51	De 11.30 M 109 Ar 10.35 M 107		
		11.54 A M	F 11.00		DA 63	64.0	Elliott 4.9	45.9	30		F 4.32	9.55	أختو وواصم	
		12.20 P M	11.14		DA 69	68.9	Englevale	41.0	37	D	4.20	9.30		
		1.00	F 11.38	W Hiles	DA 77	76.8	Verona 6.2	33.1	38	TE	F 4.00	8.55		
	De 11.25 P M	1.25	11.58 A M	Y	DA 83	83.0		26.9	40		3.44	8.25	Ar 1.00 P M	7-1
	Ar 11.45 P M	2.00	Art 12.15 P M	WY	DA 88	88.2	La Moure	21.7	134	D ·	3.30	8,00	De 12.45 P M	
F N. 1 238	SECTION STATE	Ar 2.57	De 12.40 M 122		DB 10	98.2	10.0 Berlin	11.7	37		3.02 M 109	7.17	M 107	
		De 3.02 M 108	1.22	3-1	DB 16	104.3	6.1 Medberry		37		2.45	المستران والمسادر	Carried State of the A	
		Ar 3.40 P M	Ar 1,35 P M		DB 21		5.3 Edgeley	100		-	Martin Blanc	6.52		
The second second	MON., WED. & FRI.			T			0.3	4	60	11	De 2.30 P M	De 6.30 A M		
المراجعة المراجعة	parties, wigh & FRI.	I BA. SUNDAY	EX. SUNDAY	11	DB 22	109.9	End of Track	0,0		000	EX. SUNDAY	EX. SUNDAY	MON., WED. & FRI.	-

M-Meet.

P-Pass.

F-Flag Station.

†-Meals.

D-Day and N-Night and Day Telegraph Office.

W-Water.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

C-Coal. S-Scales. T-Table. Y-Wye,

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Fargo, Valley Junction, La Moure and Edgeley, and must not pass any registering station, which has telegraph service, without an order or clearance.

Fargo yard extends from yard limit board west of F. & S. W. Junction to cast end of Red River

Fargo yard extends from yard limit board west of F. & S. W. Junction to east end of Red River Bridge.

Edgeley yard extends from Junction Switch, one quarter of a mile east of Edgeley, to End of Track west of depot.

All trains and light engines will come to a full stop before crossing C., M. & St. P. track one (1) mile west of Fargo, the Great Northern track at Davenport, and the "Soo" Line Track two and one-half (2½) miles west of Sheldon.

The switches at Valley Junction and La Moure will be set for the Fargo & Southwestern Railroad

Special attention is called to Rules 128 and 131 which also govern trains outside of switches.

Before passing any station, freight engineers must obtain signal from rear of train.

Freight brakemen must be on top of train approaching and passing all stations.

All car doors must be kept closed while in trains.

Freight Trains are not allowed to carry passengers without a permit.

No. 107 has right of track to Edgeley against 108.

T. C. COMSTOCK, Trainmaster,

Jamestown.

C. J. WILSON, Superintendent, Jamestown.

	MIXED	글 등		-	Time Card No. 30B	1 0	-		MIXED	100					
	No. 121	Tabl	ion	amce town	August 19th, 1895	nute	Capacity of Side Tracks	Telegraph	No. 122	1					
STREET, STREET	Second Class	ig the	Station	Distanc from amestov	Succeeding No. 30A	Distance from Oake	de T	Peleg	Second Cla						
	TUES. THUES. & SA				STATIONS			10.00	MON. WED. &						
· 医结合性 医性 医性 医生物	Ar 2,45 A M	TS		0.0	Jamestown 12.9	68.9	200	N	De 9.30 A X			70 J			
MAN STATE OF THE S	P 2.05		DD 13	12.9	Ypsilanti 6.1	56.0	75		F 10.10				14 60	1	100
	F 1.43		DD 19	19.0	Montpelier	49.9	35		F 10,30						
THE PERSON NAMED IN	F 1.10		DD 26	26.4	7,4 Adrian	42.5	25	共	F 11.00						-
	12.45	w	DD 33	32.6	6.2 Dickey	36.3	50	D	11.25			4			-
	F 12.10 A M		DD 41	41.2	8.6 Grand Rapids	27.7	75		F 11.55 A N			¥9.			
	De 11.45 P M	w	DA 88		7.3 La Moure				Ar† 12.20 P N						
	DC 11.40 F M	CY				20,4	124	D	See 107 Pag					1	1
SEE CURRENT CARD	OF THE	CY	DA 88		La Moure	130	5		TO A	RGO &	COLUM	NEE CO.	TO COMPANY	D V D	D
SEE CONTRACT CARD	VE THE	Y	DA 83		Valley Junction	The same	F. 3		FA	agu a	9001	11 11	ESTIE	na n.	n.
	Ar 11,25 P M	II Y	DA 83	53.7	Valley Junction	15.2	35		De 1.00 P M			2.4			
													A	The second	- A
	10.55	+	DD 62	61.4	Glover	7.5	40		1.30						Marie San
					Glover 7.5 Onkes	7.5	40	D	1.30 Ar 2.00 P M						
	10.55 De 10.30 P M		DD 62		7.5			D	Ar 2.00 P M						
Study Carefull Conductors will register at Jamestow s any registering station, which has telegre The switches at Valley Junction and La M	De 10.30 P M MON. WED. FRI. W-Water. C-Co. ly Special and Gene on, La Moure, Valley Jun aph service, without an foure will be set for the I	W CT	S—Sules. and Oaler clearer South	cales. Imposes and ance. western	T—Table. Y ortant changes have must not Speci	O.0 -Wye, e been al atterdat bral ar door	made maion is kemen its must	D—D wh calle nust	Ar 2.00 P M MON. WED. Fi ray and N—Nigh ich must be u d to rules 128 an be on top of trait tept closed while	and Day nderstood d 131, whi a approach in trains.	h alike h also g ing and	by algovern to passing	II. trains out	ons.	
Study Carefull Conductors will register at Jamestow s any registering station, which has telegre The switches at Valley Junction and La M . C. COMSTOCK, Trainmaster, Jan	De 10.30 P M MON. WED. FRI. W-Water. C-Co. ly Special and Gene on, La Moure, Valley Jun ph service, without an coure will be set for the F mestown. F	W CT al, ral R ction a order o cargo 8	S—Sules. and Oaler clearer South	cales. Imperes and ance, western is are	T—Table. Yortant changes have must not Special R. R. All contails and to carry	0.0 Wye, e been al atter the bral ar door passen	made ntion is kemen r s must gers wi	D—D e wh ealle nust l be k	MON. WED. FI may and N—Nigh ich must be u d to rules 128 ar be on top of trait tept closed while t permit.	and Day nderstood d 131, which approach in trains. C. J. W	h alike h also g ing and	by algovern to passing	II. trains out g all stati	ons. dent, Ja	mesto
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T. C. COMSTOCK, Trainmaster, Jamestown.

JAMESTOWN AND NORTHERN RAILROAD COMPANY. Central or 90th Meridian Time.

					N	o. 131	ater, Conl	Station	Distance from Jamestown	Time Card No. 30A August 19th, 1893 Succeeding No. 30	Distance from End of Track	Capacity of Side Tracks	Telegraph	No. 132			
	100					SUNDAY	× 20	100	ă	STATIONS	P. B.	000		EX. SUNDAY	A PROPERTY OF	THE PERSON NAMED IN	
	39.0	10.00			De 7	30 A M	WC		0.0	Jamestown 6,4	108.7	200	N	Ar 3.40 P M	PARTY BEG		
					P 7	.53	T.	DE 7	6.4		102.3	61		F 3.12			
					F 8	17	1	DE 14	13.4	Buchanan 7.8	95.3	31		F 2.43		7 7 7 7	
1					8	44		DE 21	21.2		87,5	64		2.10			104
		100	14	100	F 9	.09	W	DE 28	27.8		80.9	21		F 1.50	TAKE WELL		10.00
	-				9	35		DE 35	34.5		74.2	45	D	1.30			-
			IF A SEC	41.0	Ar, 10.	10 AM NIR	YC	DE 44	43.5		65.2	236	D	De 12.55 PM 1131 Ar†11.58 AM		Name and	
	100		100					DE 48	48.0		61.7	Spur		AN ANDORAM		CALLET VALUE	
	100		1		F1	30		DE 51	51.9	Barlow	56.8	24		F 11.30			
	-			100	2	15	W	DE 60	59.6		49.1	50	D	11.00			
					F 2	50		DE 71	70.7	Sheyenne	38.0	24		F 9.55			
					3	35	W	DE 79	79.4	8.7 Oberon	29.3	24	D	9.15			
			-		F 8	51		DE 83	83.3	3.9 Lallie 6.9	25.4	24		F 8.55			
				1.30	4	20	Y	DE 90	90.2	Minnewankan 8.5	18.5	60	D	8.30			
			75		F 4	55		DE 99	98.7	Brinsmade	10.0	40	疆	F 7,56			
			No.		Ar 5	30 P M	WCT	DE 108	108.4	9.7 Leeds	0.3	40	D	De 7.30 A M			
					EX.	UNDAY	CI	DE 109	108.7	0.3 End of Track	0.0			· EX. SUNDAY			
			1		M	XED . 141	Tables Week		Distance from Carrington	SYKESTON	Distancefrom Bnd of Track	Capacity of Side Tracks	elegraph Offices	MIXED No. 142			
		1300				d Class	Vater cales.	Sta	Carri	STATIONS	istan nd of	apad ide T	Teleg	Second Class			
		7			De 10	SUNDAY 35 A M	Y	DE 44		Carrington	13.0		D	EX. SUNDAY Ar † 12.35 P M			
				100	F 11		10.75	DF 7		6.7 Ross	6.3			F 12.10 P M			
			1.5		Ar 11		WY	DF 13		5.9 Sykeston	0.4			De 11.45 A M			
Hugh	-	استنبط		13.3						0.4 End of Track	100	- 731	LIII.				

†-Meals. D-Day and N-Night and Day Telegraph Office. W-Water. C-Coal. S-Scales. T-Tables. Y-Wye. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations. Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Jamestown, Carrington, Sykeston and Leeds, and must not pass any registering station, which has telegraph service, without an order or clearance.

Jamestown and Northern trains will protect themselves against Main Line trains between J, & N.

Junction and the Passenger Depot at Jamestown.

Sykeston Branch trains will protect themselves against J. & N. Main Line trains between "Wye"

Switch and Carrington.

All trains and light engines must come to a Full Stop before crossing Soo Line Track, one-half mile west of Carrington and Great Northern Track, west of Depot at Leeds.

Special attention is called to rules 128 and 131, which also govern trains outside of switches.

Freight brakemen must be on top of train approaching and passing all stations.

All car doors must be kept closed while in trains.

Freight trains are not allowed to carry passengers without permit.

T. C. COMSTOCK, Trainmaster,

West Bound.

Jamestown.

No. 141 has right of track to Sykeston.

C. J. WILSON, Superintendent, Jamestown.

East Bound.

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd.

DR. I. N. WEAR, Fargo (S).

DR. A. B. HERRICK, Lisbon (S).

DR. S. MITCHELL, Mapleton.

DR. H. J. ROWE, Casselton (S).

DR. F. E. SALVAGE, Wheatland.

DR. J. W. SIFTON, Valley City (8).

DR. W. B. WANNER, Cooperstown.

DR. J. A. RANKIN, Jamestown (S).

DR. H. P. BOARDMAN, Oakes (S).

DR. C. McLACHLAN, New Rockford.

DR. J. O. BROWN, Minnewaukan (S).

DR. F. R. SMYTHE, Bismarck (S).

DR. E. W. READ, Mandan (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.

Railroad Officials are required to call on the nearest authorized surgeons whenever practicable, 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 company surgeon be continued at the expense of the Railroad 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 occurring in the discharge of duty.