

NORTHERN PACIFIC RAILROAD.

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

DAKOTA DIVISION.

No. 30A	TIME SCHEDULE	No. 30A
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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.

Central or 90th Meridian Time.

West Bound.

WAY FR'T No. 59		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal Scales, Tables and Wyes	Station Numbers	Time Card No. 30A August 19th, 1895 Succeeding No. 30	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1		DAKOTA EX. No. 7	
Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY							STATIONS		First Class DAILY	
De	7.30 A M	De	5.00 P M M 60 DT	De	3.00 P M M 54	WC	316	Fargo	0.0	1	De	12.55 A M	De	7.00 A M
	7.55		5.25		3.25		320	Haggart	5.3	161	*	1.09	F	7.15
	8.07		5.39		3.37		324	Canfield	8.3	255	*	1.14	F	7.21
Ar	8.27		5.55		3.53 M 60	W	328	Mapleton	12.5	384	F	1.22		7.29
De	8.32 M 2		6.05		4.02		331	Greene	14.9	460	*	1.26	F	7.33
	8.40		6.18		4.13		334	Dalrymple	17.9	550	*	1.32	F	7.38
Ar	9.00		6.28		4.23		336	Casselton	20.1	617		1.36		7.43
De	9.30		6.45		4.37		339	Sidney	23.9	731	*	1.43	F	7.50
	9.50		6.57		4.48	W	342	Wheatland	26.6	813	F	1.48		7.59 M 2
	10.15	Ar	7.15		5.02	W	346	Magnolia	30.4	926	*	1.55	F	8.08
	10.35	De	7.20 M 8		5.25		352	Buffalo	36.2	1102		2.08		8.22
	11.45 A M M 60		7.43		5.48	W	358	Tower City	42.1	1279	F	2.21		8.34
Ar	12.20 P M		8.05		6.08		363	Oriska	47.6	1447	F	2.32		8.47
De	12.25 M 54		8.25 M 56		6.25		368	Alta	52.3	1586	*	2.43	F	8.57
	12.52		8.46	Ar	6.25		374	Valley City	57.9	1758		2.57		9.08
	1.15	De	6.33 M 8		6.53	WC	379	Berea	62.8	1908	*	3.13	F	9.20 M 60
	2.00		9.46		7.10 M 56		381	Hobart	65.6	1993	*	3.18	F	9.25
	2.35		9.58		7.20		385	Sauborn	69.1	2097		3.24		9.32
	2.55		10.14		7.32	Y	389	Eckelson	72.8	2218	F	3.33		9.39
	3.22		10.30		7.45	W	394	Urbana	78.1	2375	*	3.43	F	9.49
	3.52		10.54		8.02		398	Spiritwood	82.1	2495	F	3.51		9.57 M 54
	4.32		11.11		8.15		403	Bloom	88.1	2676	*	4.02	F	10.10
Ar	5.03		11.38		8.37		409	Jamestown	92.8	2823	Ar	4.15 A M	Ar	10.20 A M
De	5.08 M 8	Ar	11.58 P M	Ar	8.55 P M	WC								
	5.30 M 56					S T								
	5.55 P M													
	EX. SUNDAY		DAILY		DAILY							DAILY		EX. SUNDAY

M—Meat. P—Pass. *—Trains do not stop for passengers. F—Flag Station. †—Meals. D T—Double Track. Fullfaced figures (1, 2, 3, etc.,) denote meeting and passing stations.
W—Water. 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 Eckelson.

**T. C. COMSTOCK, Trainmaster,
Jamestown.**

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.

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.

Duluth, Minneapolis & St. Paul Express. No. 8.		ATLANTIC MAIL No. 2		Distance from Jamestown	Time Card No. 30 A. August 19th, 1894. Succeeding No. 30.	Capacity of Side Trucks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT. No. 56.		WAY FREIGHT No. 60	
First-Class		First Class						Second Class		Third Class		Third Class	
EX. SUNDAY		DAILY		STATIONS		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		
F	8.15	F	8.45	87.5	Haggart 3.0	90		2.35	11.20		4.55 M 55 D T		
F	8.08	* 8.39		84.5	Canfield 4.2	50		2.23	11.08		4.30		
	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	80		2.00	10.42		Ar 3.48		
F	7.47	* 8.21		74.9	Dalrymple 2.2	66		1.50	10.30		3.19		
	7.42	8.15		72.7	Casselton 3.8	158	N	1.43	10.20		2.51		
F	7.33	* 8.05		68.9	Sidney 2.7	33		1.30	10.05		2.30		
	7.28	7.59 M 7		66.2	Wheatland 3.8	86	D	1.20 P 60	9.54		1.45		
F	7.20 M 55	* 7.50		62.4	Magnolia 5.8	44		1.07	9.38		De 1.20 54 P Ar 1.15		
	7.07	7.39		56.6	Buffalo 5.9	97	N	12.46	9.15		12.30 P M		
	6.55	7.28		50.7	Tower City 5.5	130	D	12.25 M 59	8.50		11.45 A M M 59		
	6.43	F 7.17		45.2	Oriska 4.7	92	D	12.06 P M	8.25 M 55		11.13		
	6.33 M 53	* 7.08		40.5	Alta 5.6	45		11.50 A M	8.05		10.43		
De	6.20	6.53		34.9	Valley City 4.9	160	N	11.24	7.35		10.17		
Ar	6.00										9.47		
F	5.48	* 6.40		30.0	Berea 2.8	44		11.00	De 7.10 M 53 Ar 7.05		9.20 M 7 Ar 9.15		
F	5.43	* 6.36		27.2	Hobart 3.5	30		10.51	6.52		9.01		
	5.36	6.30		23.7	Sanborn 3.7	128	N	10.40	6.38		8.46		
	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		
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.

Central or 90th Meridian Time.

West Bound.

		WAY FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wyc.	Station Numbers	Time Card No. 30A August 19th, 1895 Succeeding No. 30		Distance from Jamestown	Mile No.	PACIFIC MAIL No. 1	
		Third Class		Second Class				STATIONS				First Class	
		DAILY		DAILY						DAILY			
		De	4.35 A M 1 P	De	9.10 P M	W C S T	409	Jamestown 7.0	0.0	2823	De	4.20 A M P 55	
		Ar	5.12		9.37		416	Eldridge 9.2	7.0	3047	F	4.36	
		De	5.17 M 2		10.10	W	425	Windsor 3.9	16.2	3327		5.00 M 2	
			5.55		10.23		429	Cleveland 8.5	20.1	3441	*	5.07	
		Ar	6.46		10.49		438	Medina 8.2	28.6	3705	F	5.23	
		De	6.51 M 54		11.14	W	446	Crystal Springs 8.0	36.8	3949	F	5.39	
			7.24		11.39		454	Tappen 5.5	44.8	4188	F	5.55 M 54	
			7.54		11.59 P M	W C	459	Dawson 7.9	50.3	4355		6.10	
			8.15		12.33 A M		467	Steele 6.5	58.2	4594		6.26	
			8.45		1.00		474	Geneva 4.5	64.7	4794	*	6.38	
			9.10		1.19	W ag office west	478	Driscoll 7.5	69.2	4924	F	6.47	
			9.27		1.51		486	Sterling 6.2	76.7	5151	F	7.02	
			9.55 M 56		2.16		492	McKenzie 5.2	82.9	5340	F	7.15	
			10.17	Ar	2.40		497	Burleigh 5.9	88.1	5469	F	7.25	
			10.35	De	2.45 M 2		506	Apple Creek 7.5	93.4	5767	*	7.35	
			10.53		3.05 M 54		510	Bismarck 5.8	100.9	5888		7.50 M 56	
		Ar	11.20 A M		3.34	W	510	Mandan	106.7	6054	Ar	8.05 A M	
		De	12.10 P M	Ar	4.00 A M	S T W C	515						
		Ar	12.40 P M										
			DAILY		DAILY							DAILY	

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	Distance from Mandan	Time Card No. 30A August 19th, 1899. Succeeding No. 30.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54	WAY FREIGHT No. 56.				
		First Class DAILY		STATIONS			Second Class DAILY	Third Class DAILY				
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		8.05	2.18					
	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					
F	4.37	78.1	Medina 8.2	90		6.51 M 55	12.55					
F	4.22	69.9	Crystal Springs 8.0	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		4.24	10.22					
F	3.06	30.0	Sterling 6.2	45	N	4.00	9.55 M 55					
F	2.54	23.8	McKenzie 5.2	45		3.40	9.30					
F	2.45 M 53	18.6	Barleigh 5.3	63		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	D	De 2.17 2 P Ar 2.12	De 8.20 M 1 Ar 7.00					
De	2.00 A M	0.0	Mandan	450	N	De 1.30 A M	De 6.30 A M					
		DAILY				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.

FARGO & 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)	FREIGHT No. 109	PASSENGER No. 107	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Card No. 30B August 19th, 1895 Succeeding No. 30 A	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 108	FREIGHT No. 110	MIXED No. 122 (J. R. V. 122)
		Second Class	Third Class	First Class				STATIONS				First Class	Third Class	Second Class
		MON., WED. & FRI.	EX. SUNDAY	EX. SUNDAY								EX. SUNDAY	EX. SUNDAY	MON., WED. & FRI.
			De 6.30 A M	De 8.00 A M	WC TY	316	0.0	Fargo 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		F 7.02	5.02	
			7.13	8.30	W 1 1/2 Miles West	DA 11	10.7	Horace 5.5	99.2	40	D	6.45	4.20	
			7.35	F 8.46		DA 16	16.2	Warren 3.2	93.7	31		F 6.32	3.44	
			7.50	8.55		DA 19	19.4	Davenport 5.9	90.5	39	D	6.23	3.24	
			8.13	F 9.12		DA 25	25.3	Woods 3.9	84.6	24		F 6.09	2.45	
			8.28	9.22	W	DA 26	29.2	Leonard 6.3	80.7	37	D	6.00	2.20	
			8.55	F 9.40		DA 34	35.5	Coburn 6.2	74.4	39		F 5.43	1.40	
			Ar 9.20	9.57 P 109		DA 42	41.7	Sheldon 9.0	68.2	120	D	5.28	1.00 P M	
			De 10.45	F 10.22		DA 50	50.7	Buttzeville 5.7	59.2	33		F 5.05	11.59 A M	
			11.15 M 110	10.40 M 110	WC T	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	
			12.20 P M	11.14		DA 69	68.9	Englevale 7.9	41.0	37	D	4.20	9.30	
			1.00	F 11.38	W 1 1/2 Miles East	DA 77	76.8	Verona 6.2	33.1	38		F 4.00	8.55	
			De 11.25 P M	1.25	Y	DA 83	83.0	Valley Junction 5.2	26.9	40		3.44	8.25	Ar 1.00 P M
			Ar 11.45 P M	2.00	WY	DA 88	88.2	La Moure 10.0	21.7	134	D	3.30	8.00	De 12.45 P M M 107
			Ar 2.57	1.05		DB 10	98.2	Berlin 6.1	11.7	37		3.02 M 109	7.17	
			De 3.02 M 108	1.22		DB 16	104.3	Medberry 5.3	5.6	37		2.45	6.52	
			3.23	Ar 1.35 P M	WC T	DB 21	109.6	Edgeley 0.3	0.3	60	D	De 2.30 P M	De 6.30 A M	
			Ar 3.40 P M	EX. SUNDAY		DB 22	109.9	End of Track	0.0			EX. SUNDAY	EX. SUNDAY	MON., WED. & FRI.

M—Meet. P—Pass. F—Flag Station. †—Meals. D—Day and N—Night and Day Telegraph Office.

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

W—Water. 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 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 (2 1/2) 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.

JAMES RIVER VALLEY R. R. COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

		MIXED No. 121		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Card No. 30B August 19th, 1895 Succeeding No. 30A		Distance from Oakes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 122		
							STATIONS					Second Class		
		TUES. THURS. & SAT.										MON. WED. & FRI.		
		Ar	2.45 A M	WC	409	0.0	Jamestown	68.9	200	N	De	9.30 A M		
		F	2.05		DD 13	12.9	Ypsilanti	56.0	75		F	10.10		
		F	1.43		DD 19	19.0	Montpelier	49.9	35		F	10.30		
		F	1.10		DD 26	26.4	Adrian	42.5	25		F	11.00		
			12.45	W	DD 33	32.6	Dickey	36.3	50	D		11.25		
		F	12.10 A M		DD 41	41.2	Grand Rapids	27.7	75		F	11.55 A M		
		De	11.45 P M	W CY	DA 88	48.5	La Moure	20.4	124	D	Ar	12.20 P M		
SEE CURRENT CARD OF THE				W CY	DA 88		La Moure				FARGO & SOUTHWESTERN R. R.			
				Y	DA 83		Valley Junction							
		Ar	11.25 P M	Y	DA 83	53.7	Valley Junction	15.2	35		De	1.00 P M		
			10.55		DD 62	61.4	Glover	7.5	40			1.30		
		De	10.30 P M	W CT	DD 69	68.9	Oakes	0.0	40	D	Ar	2.00 P M		
		MON. WED. FRI.										MON. WED. FRI.		

†—Meals. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. D—Day and N—Night and Day Telegraph Office.

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

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

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

T. C. COMSTOCK, Trainmaster, Jamestown.

Freight trains are not allowed to carry passengers without permit.

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.

C. J. WILSON, Superintendent, Jamestown.

SANBORN, COOPERSTOWN AND TURTLE MOUNTAIN R. R. COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

		ACCOMMODATION No. 117		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Card No. 30A August 19th, 1895 Succeeding No. 30		Distance from Cooperstown	Capacity of Side Tracks	Telegraph Offices	ACCOMMODATION No. 118		
							STATIONS					Second Class		
		EX. SUNDAY										EX. SUNDAY		
		De	11.00 A M	Y	385	0.0	Sanborn	36.5	128	N	Ar	9.20 A M		
					DC 6	5.8	Lowry	30.7	Spur					
			11.42 A M		DC 9	9.1	Odell	27.4	24	D		8.30		
					DC 12	12.1	Booth	24.4	Spur					
		Ar	12.25 P M		DC 18	17.8	Dazey	18.7	32	D		7.45		
		De	12.55											
		F	1.40	W	DC 28	26.5	Hannaford	10.0	10		F	7.05		
		Ar	2.30 P M	CY	DC 36	36.5	Cooperstown	0.0	123	D	De	6.20 A M		
		EX. SUNDAY										EX. SUNDAY		

†—Meals. W—Water. C—Coal. Y—Wye. D—Day and N—Night and Day Telegraph Office.

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

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

All trains and light engines will come to a full stop before crossing Soo Line Track one mile west of Odell.

S. C. & T. M. trains will protect themselves against Main Line trains between Sanborn Passenger Depot and S. C. & T. M. Junction.

T. C. COMSTOCK, Trainmaster, Jamestown.

Freight trains are not allowed to carry passengers without permit.

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.

C. J. WILSON, Superintendent, Jamestown.

JAMESTOWN AND NORTHERN RAILROAD COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

				MIXED No. 131				Time Card No. 30A August 19th, 1895 Succeeding No. 30				MIXED No. 132				
				Second Class				Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class					
				EX. SUNDAY							EX. SUNDAY					
				STATIONS				STATIONS								
				De	7.30 A M	WC S T	409	0.0	Jamestown	108.7	200	N	Ar	3.40 P M		
				F	7.53		DE 7	6.4	Parkhurst	102.3	61		F	3.12		
				F	8.17		DE 14	13.4	Buchanan	95.3	31		F	2.43		
					8.44		DE 21	21.2	Pingree	87.5	64			2.10		
				F	9.09	W	DE 28	27.8	Edmunds	80.9	21		F	1.50		
					9.35		DE 35	34.5	Melville	74.2	45	D		1.30		
				Ar	10.10 A M	Y C	DE 44	43.5	Carrington	65.2	236	D	De	12.55 P M		
				De	1.00 P M		DE 48	48.0	Guptill	61.7	Spur		Ar	11.58 A M		
				F	1.30		DE 51	51.9	Barlow	56.8	24		F	11.30		
					2.15	W	DE 60	59.6	New Rockford	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	Oberon	29.3	24	D		9.15		
				F	3.51		DE 83	83.3	Lallie	25.4	24		F	8.55		
					4.20	Y	DE 90	90.2	Minnewaukan	18.5	60	D		8.30		
				F	4.55		DE 99	98.7	Brinsmade	10.0	40		F	7.56		
				Ar	5.30 P M	W C T	DE 108	108.4	Leeds	0.3	40	D	De	7.30 A M		
					EX. SUNDAY		DE 109	108.7	End of Track	0.0				EX. SUNDAY		
				MIXED No. 141				SYKESTON BRANCH				MIXED No. 142				
				Second Class				Distance from Carrington	Capacity of Side Tracks	Telegraph Offices	Second Class					
				EX. SUNDAY							EX. SUNDAY					
				STATIONS				STATIONS								
				De	10.35 A M	Y	DE 44	0.0	Carrington	13.0	236	D	Ar	12.35 P M		
				F	11.00		DF 7	6.7	Ross	6.3	10		F	12.10 P M		
				Ar	11.25 A M	W Y	DF 13	12.6	Sykeston	0.4	80	D	De	11.45 A M		
					EX. SUNDAY			13.0	End of Track	0.0				EX. SUNDAY		

M—Meet. †—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,
Jamestown.

No. 141 has right of track to Sykeston.

C. J. WILSON, Superintendent,
Jamestown.

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 (S).

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.