

NORTHERN PACIFIC RAILROAD.

EDWIN H. McHENRY and FRANK G. BIGELOW,
RECEIVERS.

DAKOTA DIVISION

No. 30B | **TIME SCHEDULE** | **No. 30B**

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

WEDNESDAY, JANUARY 1st, 1896.

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.

T. J. DeLAMERE,
Supt. Transportation.

J. W. KENDRICK,
Gen'l Manager.

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. 30B January 1st, 1896 Succeeding No. 30A	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1	
Third Class		Third Class		Second Class							First Class	
EX. SUNDAY		DAILY		DAILY		STATIONS				DAILY		
De	7.10 A M	De	5.00 P M M 60 DT	De	3.00 P M 50	WC	316		0.0	1	De	12.55 A M
	7.35		5.25		3.25		320		5.3	161	*	1.09
	7.48		5.39		3.37		324		3.0		*	1.14
	8.05		5.55		3.53	W	328		8.3	255	*	1.22
Ar	8.22		6.05		4.02 M 60		331		12.5	384	F	1.26
De	8.27 M 2		6.18		4.13		334		2.4		*	1.26
	8.37		6.28		4.23		336		3.0	460	*	1.32
	8.52		6.45		4.37		339		2.2		*	1.32
	9.05		6.57		4.48	W	342		20.1	617		1.36
	9.15		7.13		5.02	W	346		23.9	731	*	1.43
	9.30		7.38		5.25		352		26.6	813	F	1.48
	10.04		8.05		5.48	W	358		30.4	926	*	1.55
	10.38		8.30 M 56		6.08		363		5.8			2.08
	11.10		8.50		6.28		368		36.2	1102		2.08
Ar	11.45		9.18		6.50	WC	374		42.1	1279	F	2.21
De	11.50 A M 54		9.46		7.10 M 56		379		47.6	1447	F	2.32
	12.20 P M 60		9.58		7.20		381		52.3	1586	*	2.43
	12.40		10.14		7.32	Y	385		57.9	1758		2.57
	12.51		10.30		7.45	W	389		62.8	1908	*	3.13
	1.05		10.54		8.02		394		65.6	1993	*	3.18
	1.25		11.11		8.15		398		69.1	2097		3.24
	1.47		11.38		8.37		403		72.8	2218	F	3.33
	2.03		Ar 11.58 P M		Ar 8.55 P M	WC	409		78.1	2375	*	3.43
	2.27					S T			82.1	2495	F	3.51
Ar	2.45 P M								88.1	2676	*	4.02
EX. SUNDAY		DAILY		DAILY					92.8	2823	Ar	4.15 A M

M—Meet. 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.

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 track one-half mile 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.

ATLANTIC MAIL No. 2		Distance from Jamestown	Time Card No. 30 B. January 1st, 1896. Succeeding No. 30 A.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT. No. 56.		WAY FREIGHT No. 60	
First Class DAILY.						Second Class DAILY		Third Class DAILY		Third Class EX. SUNDAY	
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	8.45	87.5	Haggart 3.0	90		2.35	11.27		4.55 M 55 D T		
*	8.39	84.5	Canfield 4.2	50		2.23	11.15		4.38		
	8.32	80.3	Mapleton 2.4	88	D	2.08	10.57		4.15		
*	8.27 M 59	77.9	Greene 3.0	80		2.00	10.47		De 4.02 M 53 Ar 3.57		
*	8.21	74.9	Dalrymple 2.2	66		1.48	10.34		3.35		
	8.15	72.7	Casselton 3.8	158	N	1.40	10.25		3.20		
*	8.05	68.9	Sidney 2.7	33		1.28	10.09		3.08		
	7.59	66.2	Wheatland 3.8	86	D	1.18	9.58		3.00		
*	7.50	62.4	Magnolia 5.8	44		1.05	9.42		2.48		
	7.39	56.6	Buffalo 5.9	97	N	12.44	9.17		2.28		
	7.28	50.7	Tower City 5.5	130	D	12.24	8.53		2.09		
F	7.17	45.2	Oriska 4.7	92	D	12.05 P M	8.30 M 55		1.51		
*	7.08	40.5	Alta 5.6	45		11.50 A M M 59	8.05		1.35		
	6.53	34.9	Valley City 4.9	160	N	11.20	7.37		De 7.05 Ar 12.20 P M 59		
*	6.40	30.0	Berea 2.8	44		10.55	De 7.10 M 53 Ar 7.05		11.45 A M		
*	6.36	27.2	Hobart 3.5	30		10.42	6.53		11.28		
	6.30	23.7	Sanborn 3.7	128	N	10.26	6.38		11.10		
F	6.20	20.0	Eckelson 5.3	40	D	10.10	6.23		10.50		
*	6.09	14.7	Urbana 4.0	42		9.52	6.01		10.22		
F	6.02	10.7	Spiritwood 6.0	78	D	9.38	5.45		10.08		
*	5.50	4.7	Bloom 4.7	44		9.18	5.20		9.47		
De	5.40 A M	0.0	Jamestown	200	N	De 9.00 A M	De 5.00 P M		De 9.30 A M		
DAILY						DAILY	DAILY		EX. SUNDAY		

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

D T—Double Track.

Trains 59 and 60 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 Wyes	Station Numbers	Time Card No. 30B January 1st, 1896 Succeeding No. 30A	Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1
		Third Class	Second Class			STATIONS			First Class
		DAILY	DAILY			DAILY			
De	4.35 A M	De	9.10 P M	WC	409	Jamestown 7.0	0.0	2823	De 4.20 A M P 55
Ar	5.12 1 P		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	WC	459	Dawson 7.9	50.3	4355	6.10
	8.15		12.33 A M		467	Steele 6.5	58.2	4504	6.26
	8.43		1.00		474	Geneva 4.5	64.7	4794	* 6.38
	9.07		1.19	W 3/4 narrow	478	Driscoll 7.5	69.2	4924	F 6.47
	9.22		1.51		486	Sterling 6.2	76.7	5151	F 7.02
	9.48		2.16		492	McKenzie 5.2	82.9	5340	F 7.15
	10.10	Ar 2.40			497	Burleigh 5.3	88.1	5469	F 7.25
	10.30 M 56	De 2.45 M 2			506	Apple Creek 7.5	93.4	5767	* 7.35
	10.50	3.05 M 54			510	Bismarek 5.8	100.9	5888	7.50
Ar	11.20 A M	3.34		W	510	Mandan	106.7	6054	Ar 8.05 A M M 56
De	12.10 P M			S T	515				
Ar	12.40 P M	Ar 4.00 A M		W C S T	515				
		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—Wye.

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. 30B January 1st, 1896. Succeeding No. 30A.	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 4.00 P M					
F	5.17 M 55	99.7	Eldridge 9.2	88		8.05	3.33					
	5.00 M 1	90.5	Windsor 3.9	96	D	7.33	3.00					
*	4.52	86.6	Cleveland 8.5	56		7.20	2.45					
F	4.37	78.1	Medina 8.2	90		6.51 M 55	2.14					
F	4.22	69.9	Crystal Springs 8.0	51	D	6.23	1.43					
F	4.07	61.9	Tappen 5.5	69		De 5.55 M 1 Ar 5.50	1.13					
	3.55	56.4	Dawson 7.9	104	N	5.30	12.52					
	3.37	48.5	Steele 6.5	124	D	5.00	12.22 P M					
*	3.26	42.0	Geneva 4.5	39		4.38	11.58 A M					
F	3.18	37.5	Driscoll 7.5	26		4.24	11.43					
F	3.06	30.0	Sterling 6.2	45	N	4.00	11.15					
F	2.54	23.8	McKenzie 5.2	45		3.40	10.50					
F	2.45 M 53	18.6	Burleigh 5.3	63		3.22	10.30 M 55					
*	2.34	13.3	Apple Creek 7.5	41		3.05 M 53	10.06					
	2.17 P 54	5.8	Bismarck 5.8	500	D	De 2.17 2 P Ar 2.12	De 9.30 Ar 8.40					
De	2.00 A M	0.0	Mandan	450	N	De 1.30 A M	De 8.10 A M M 1					
		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) Second Class MON., WED. & FRI.		MIXED No. 107 Second Class EX. SUNDAY		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Card No. 30C January 1st, 1896 Succeeding No. 30 B	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 108 Second Class EX. SUNDAY		MIXED No. 122 (J. R. V. 122) Second Class MON., WED. & FRI.	
De	Ar	De	Ar								De	Ar		
		De 7.00 A M		WC TY	316	0.0	Fargo 4.2	109.9	500	N	Ar 8.30 P M			
		F 7.15			DA 4	4.2	Cotters 6.5	105.7	36		F 8.10			
		7.35		W 1 1/2 Miles West	DA 11	10.7	Horace 5.5	99.2	40	D	7.45			
		F 7.54			DA 16	16.2	Warren 3.2	93.7	31		F 7.25			
		8.05			DA 19	19.4	Davenport 5.9	90.5	39	D	7.12			
		F 8.25			DA 25	25.3	Woods 3.9	84.6	24		F 6.50			
		8.36		W	DA 26	29.2	Leonard 6.3	80.7	37	D	6.35			
		F 8.55			DA 34	35.5	Coburn 6.2	74.4	39		F 6.17			
		9.22			DA 42	41.7	Sheldon 9.0	68.2	120	D	De 6.00 Ar 5.30			
		F 9.51			DA 50	50.7	Buttville 5.7	59.2	33		F 4.53			
		10.25		WC T	DA 56	56.4	Lisbon 7.6	53.5	79	D	4.30			
		F 10.54			DA 63	64.0	Elliott 4.9	45.9	30		F 3.35			
		11.12			DA 69	68.9	Englevale 7.9	41.0	37	D	3.18			
		F 11.42 A M		W 2 Miles East	DA 77	76.8	Verona 6.2	33.1	38		F 2.52			
	De 11.25 P M		12.05 P M	Y	DA 83	83.0	Valley Junction 5.2	26.9	40		2.35		Ar 1.15 P M	
	Ar 11.45 P M		Ar 12.25 M 122 De 12.50	WY	DA 88	88.2	La Moure 10.0	21.7	134	D	2.20		De 12.55 P M M 107	
			1.30 M 108		DB 10	98.2	Berlin 6.1	11.7	37		1.30 M 107			
			F 1.46		DB 16	104.3	Medberry 5.3	5.6	37		F 1.13			
			Ar 2.00 P M	WC T	DB 21	109.6	Edgeley 0.3	0.3	60	D	De 1.00 P M			
	MON., WED. & FRI.		EX. SUNDAY		DB 22	109.9	End of Track	0.0			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.

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. 30C January 1st, 1896 Succeeding No. 30B				MIXED No. 122	
							STATIONS					
		Second Class								Second Class		
		TUES. THURS. & SAT.								MON. WED. & FRI.		
Ar	2.45 A M	WC	409	0.0	Jamestown	68.9	200	N	De	8.45 A M		
F	2.05		DD 13	12.9	Ypsilanti	56.0	75		F	9.28		
F	1.43		DD 19	19.0	Montpelier	49.9	35		F	9.50		
F	1.10		DD 26	26.4	Adrian	42.5	25		F	10.15		
	12.45	W	DD 33	32.6	Dickey	36.3	50	D		10.45		
F	12.10 A M		DD 41	41.2	Grand Rapids	27.7	75		F	11.22		
De	11.45 P M	WCY	DA 88	48.5	La Moure	20.4	124	D	Ar	11.55 A M		
SEE CURRENT CARD OF THE												
		W	DA 88		La Moure	5.2			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	1.15 P M		
	10.55		DD 62	61.4	Glover	7.5	40			1.42		
De	10.30 P M	WCT	DD 69	68.9	Oakes	0.0	40	D	Ar	2.10 P M		
MON. WED. FRI.						MON. WED. FRI.						

M—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.

Central or 90th Meridian Time.

West Bound.

East Bound.

		ACCOMMODATION No. 117		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Card No. 30B January 1st, 1896 Succeeding No. 30A				ACCOMMODATION No. 118	
							STATIONS					
		Second Class								Second Class		
		EX. SUNDAY								EX. SUNDAY		
De	1.30 P M	Y	385	0.0	Sanborn	36.5	128	N	Ar	10.10 A M		
			DC 6	5.8	Lowry	30.7	Spur					
	2.08		DC 9	9.1	Odell	27.4	24	D		9.30		
			DC 12	12.1	Booth	24.4	Spur					
	2.47		DC 18	17.8	Dazey	18.7	32	D		8.47		
F	3.30	W	DC 28	26.5	Hannaford	10.0	10		F	8.11		
Ar	4.10 P M	WCY	DC 36	36.5	Cooperstown	0.0	123	D	De	7.30 A M		
EX. SUNDAY						EX. SUNDAY						

M—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. 30B January 1st, 1895 Succeeding No. 30A				MIXED No. 132				
			Second Class		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	STATIONS			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class	
			MON., WED. & FRI.											TUE., THUR. & SAT.	
			De	7.30 A M	WC 1/2 T	409	0.0	Jamestown 6.4	108.7	200	N	Ar	3.05 P M		
			F	7.55		DE 7	6.4	Parkhurst 7.0	102.3	61		F	2.37		
			F	8.18		DE 14	13.4	Buchanan 7.8	95.3	31		F	2.13		
				8.45		DE 21	21.2	Pingree 6.6	87.5	64			1.46		
			F	9.07	W	DE 28	27.8	Edmunds 6.7	80.9	21		F	1.24		
				9.28		DE 35	34.5	Melville 9.0	74.2	45	D		1.02		
			Ar	10.00 A M	Y C	DE 44	43.5	Carrington 3.5	65.2	236	D	De	12.30 P M		
			De	12.45 P M								Ar	11.55 A M		
							DE 48	48.0	Guptill 4.9		Spur				
			F	1.20		DE 51	51.9	Barlow 7.7	56.8	24		F	11.18		
				1.50	W	DE 60	59.6	New Rockford 11.1	49.1	50	D		10.45		
			F	2.32		DE 71	70.7	Sheyenne 8.7	38.0	24		F	10.00		
				3.10	W	DE 79	79.4	Oberon 3.9	29.3	24	D		9.25		
			F	3.25		DE 83	83.3	Lallie 6.9	25.4	24		F	9.08		
				3.52	Y	DE 90	90.2	Minnewaukan 8.5	18.5	60	D		8.40		
			F	4.25		DE 99	98.7	Brinsmade 9.7	10.0	40		F	8.03		
			Ar	5.05 P M	W C T	DE 108	108.4	Leeds 0.3	0.3	40	D	De	7.30 A M		
			MON., WED. & FRI.			DE 109	108.7	End of Track	0.0			TUE., THUR. & SAT.			
			MIXED No. 141				SYKESTON BRANCH				MIXED No. 142				
			Second Class		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carrington	STATIONS			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class	
			MON., WED. & FRI.											MON., WED. & FRI.	
			De	10.35 A M	Y	DE 44	0.0	Carrington 6.7	13.0	236	D	Ar	12.25 P M		
			F	11.00		DF 7	6.7	Ross 5.9	6.3	10		F	12.01 P M		
			Ar	11.25 A M	W Y	DF 13	12.6	Sykeston 0.4	0.4	80	D	De	11.35 A M		
			MON., WED. & FRI.				13.0	End of Track	0.0			MON., WED. & FRI.			

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. L. S. PLATON, Cooperstown.
DR. I. N. WEAR, Fargo (S).	DR. J. A. RANKIN, Jamestown (S).
DR. A. B. HERRICK, Lisbon (S).	DR. J. M. H. STOVER, LaMoure.
DR. S. MITCHELL, Mapleton.	DR. H. P. BOARDMAN, Oakes (S).
DR. H. J. ROWE, Casselton (S).	DR. C. McLACHLAN, New Rockford.
DR. F. E. SALVAGE, Wheatland.	DR. J. O. BROWN, Minnewaukan (S).
DR. J. W. SIFTON, Valley City (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.