

NORTHERN PACIFIC RAILROAD.

EDWIN H. McHENRY and FRANK C. BICELOW,
RECEIVERS.

DAKOTA DIVISION

No. 31 | **TIME SCHEDULE** | **No. 31**

TO TAKE EFFECT AT 12:01 P. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, APRIL 12th, 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.

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. 31 April 12, 1896 Succeeding No. 30B	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1	PACIFIC EX. No. 3	
Third Class		Third Class	Second Class						First Class	First Class	
EX. SUNDAY		DAILY	DAILY	STATIONS				DAILY	DAILY		
De	9.30 A M M 2	De 5.30 P M	De 3.00 P M M 54 D T	WC ST	316	Fargo	0.0	1	De 10.40 P M	De 6.00 A M	
	9.55	5.55	3.25		320	Haggart	5.3	161	* 10.52	F 6.15	
	10.10	6.07	3.37		324	Canfield	8.3	255	* 10.57	F 6.21	
	10.30	6.22 M 60	3.52	W	328	Mapleton	12.5	384	* 11.04	6.29	
	10.41	6.32	4.01		331	Greene	14.9	460	* 11.07 M 56	F 6.33	
	10.55	6.42	4.11		334	Dalrymple	17.9	550	*	*	
	11.15	6.50	4.19		336	Casselton	20.1	617	11.16	6.42	
	11.45 A M	7.09	4.33		339	Sidney	23.9	731	*	*	
	12.05 P M	7.22	4.44 M 60	W	342	Wheatland	26.6	813	* 11.28	6.56	
	12.32	7.41	4.57	W	346	Magnolia	30.4	926	* 11.36	* 7.05	
	1.15 M 54	Ar 8.12 De 8.17 M 4	5.18		352	Buffalo	36.2	1102	* 11.46	7.18	
	1.50	8.45	5.40	W	358	Tower City	42.1	1279	* 11.56 P M	7.32	
	2.20 M 60	9.10 M 56	6.00		363	Oriska	47.6	1447	* 12.05 A M	F 7.45 M 2	
	2.42	9.28	6.20		368	Alta	52.3	1586	* 12.14	* 7.56	
	3.10	9.50	6.45	WC	374	Valley City	57.9	1758	12.25	8.11	
	3.34	10.25	Ar 7.10 De 7.15 M 4		379	Berea	62.8	1908	* 12.35	F 8.25	
	3.47	10.37	7.25		381	Hobart	65.6	1993	*	*	
	4.05	10.53	7.37 M 56	Y	385	Sanborn	69.1	2097	* 12.45	8.37	
	4.22	11.09	7.49	W	389	Eckelson	72.8	2218	* 12.53	F 8.44	
	4.48	11.33	8.06		394	Urbana	78.1	2375	* 1.03	* 8.53	
	5.08	11.50 P M	8.19		398	Spiritwood	82.1	2495	* 1.10	F 9.00	
	5.36 M 56	12.15 A M	8.38		403	Bloom	88.1	2676	* 1.20	* 9.11	
Ar	6.00 P M M 4	Ar 12.35 A M	Ar 8.55 P M	WC ST	409	Jamestown	92.8	2823	Ar 1.30 A M	Ar 9.20 A M M 54	
EX. SUNDAY		DAILY		DAILY				DAILY		DAILY	

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. 4.		ATLANTIC MAIL No. 2		Distance from Jamestown	Time Card No. 31. April 12th, 1896. Succeeding No. 30 B.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT. No. 56.		WAY FREIGHT No. 60	
First Class DAILY		First Class DAILY						Third Class DAILY		Third Class DAILY		Third Class EX. SUNDAY	
Ar	9.40 P M	Ar	9.10 A M M 59	92.8		500	N	Ar 3.30 P M	Ar 12.10 A M		Ar	7.30 P M	
F	9.24	*	8.54	87.5		90		3.05 M 53 D T	11.45 P M			7.02	
*	9.17	*	8.49	84.5		50		2.53	11.34			6.45	
	9.08	*	8.42	80.3		88	D	2.38	11.17			6.22 M 55	
*	9.03	*	8.38	77.9		80		2.30	De 11.07 M 1 Ar 11.02			5.59	
*		*		74.9		66		2.19	10.49			5.30	
	8.52		8.30	72.7		158	N	2.12	10.41			5.10	
*		*		68.9		33		1.58	10.28			4.55	
	8.38	*	8.19	66.2		86	D	1.48	10.19		De 4.44 M 53 Ar 4.39		
*	8.29	*	8.13	62.4		44		1.35	10.07			4.07	
	8.17 M 55	*	8.03	56.6		97	N	1.15 M 59	9.48			3.35	
	8.04	*	7.54	50.7		130	D	12.55	9.29			2.57	
F	7.53	*	7.45 M 3	45.2		92	D	12.37	9.10 M 55			2.20 M 59	
*	7.43	*	7.35	40.5		45		12.20 P M	8.50			1.53	
	7.28		7.22	34.9		160	N	11.54 A M	8.25			1.23	
F	7.15 M 53	*	7.10	30.0		44		11.30	8.02			12.55	
*		*		27.2		30		11.21	7.51			12.40	
	7.04	*	6.58	23.7		128	N	11.09	De 7.37 M 53 Ar 7.32			12.20 P M	
F	6.55 P 56	*	6.52	20.0		40	D	10.50	De 6.55 4 P Ar 6.50			11.59 A M	
*	6.46	*	6.44	14.7		42		10.33	6.23			11.40	
F	6.39	*	6.38	10.7		78	D	10.20	6.04			11.26	
*	6.29	*	6.28	4.7		44		9.59	5.36 M 59			11.04	
De	6.20 P M M 59	De	6.20 A M	0.0		200	N	De 9.40 A M M 3	De 5.15 P M			De 10.45 A M	
DAILY		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 authorized to carry passengers, with permits, will be designated by Bulletin.

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. 31 April 12th, 1896 Succeeding No. 30B	Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1	PACIFIC EX. No. 3					
		Third Class	Second Class			STATIONS			First Class	First Class					
		DAILY	DAILY						DAILY	DAILY					
De	6.25	A M M 2	De	9.10	P M	409	Jamestown 7.0	0.0	2823	De	1.35	A M	De	9.25	A M
	6.55			9.37		416	Eldridge 9.2	7.0	3047	*	1.49		F	9.40	
	7.35	M 54		10.10		425	Windsor 3.9	16.2	3327	*	2.08		F	10.02	
	7.50			10.23		429	Cleveland 8.5	20.1	3441	*	2.14		*	10.08	
	8.19			10.49		438	Medina 8.2	28.6	3705	*	2.27		F	10.22	
	8.48			11.14		446	Crystal Springs 8.0	36.8	3949	*	2.40		F	10.35	
	9.15			11.39		454	Tappen 5.5	44.8	4188	*	2.54		F	10.50	
	9.35			11.59	P M	459	Dawson 7.9	50.3	4355	*	3.03			11.02	
	10.10			12.33	A M	467	Steele 6.5	58.2	4594	*	3.18			11.17	M 56
	10.40	M 56		1.02		474	Geneva 4.5	64.7	4794	*	3.29		*	11.28	
	11.00			1.21		478	Driscoll 7.5	69.2	4924	*	3.38		F	11.36	
Ar	11.49			1.55		486	Sterling 6.2	76.7	5151	*	3.57	M 2 & 54	F	11.54	A M P 55
De	11.54	A M 3 P		2.20		492	McKenzie 5.2	82.9	5340	*	4.09		F	12.05	P M
	12.22	P M		2.45	M 54	497	Burleigh 5.3	88.1	5469	*	4.18		F	12.15	
	1.02		Ar	3.13		506	Apple Creek 7.5	93.4	5767	*	4.28		*	12.25	
Ar	1.30		De	3.18	M 2										
De	2.15			3.38		510	Bismarek 5.8	100.9	5888		4.45			12.40	
Ar	2.40	P M M 4	Ar	4.00	A M	515	Mandan	106.7	6054	Ar	5.00	A M	Ar	12.55	P M
		DAILY			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 EX. No. 4		ATLANTIC MAIL No. 2		Distance from Mandan	Time Card No. 31 April 12th, 1896. Succeeding No. 30B.	Capacity of Side Trucks	Telegraph Offices	EXPRESS FR'T No. 54		WAY FREIGHT No. 56.	
First Class		First Class						Third Class		Third Class	
DAILY		DAILY						DAILY		DAILY	
Ar	6.15 P M	Ar	6.15 A M M 55	106.7	Jamestown 7.0	200	N	Ar	8.30 A M	Ar	3.00 P M
F	6.01	*	6.02	99.7	Eldridge 9.2	88			8.06		2.34
F	5.43	*	5.45	90.5	Windsor 3.9	96	D		7.35 M 55		1.59
*	5.35	*	5.38	86.6	Cleveland 8.5	56			7.21		1.44
F	5.19	*	5.23	78.1	Medina 8.2	90			6.52		1.12
F	5.04	*	5.09	69.9	Crystal Springs 8.0	51	D		6.22		12.40
F	4.48	*	4.54	61.9	Tappen 5.5	69			5.54		12.10 P M
	4.38	*	4.45	56.4	Dawson 7.9	104	N		5.34		11.48 A M
	4.23	*	4.30	48.5	Steele 6.5	124	D		5.05	De	11.17 M 3
*	4.12	*	4.18	42.0	Geneva 4.5	39			4.42	Ar	11.12
F	4.04	*	4.10	37.5	Driscoll 7.5	26			4.25		10.40 M 55
F	3.50	*	3.57 M 1 P 54	30.0	Sterling 6.2	45	N	De	3.57 M 1-2P		9.57
F	3.37	*	3.42	23.8	McKenzie 5.2	45		Ar	3.52		9.34
F	3.25	*	3.30	18.6	Burleigh 5.3	63		De	2.45 M 53		9.15
*	3.12	*	3.18 M 53	13.3	Apple Creek 7.5	41		Ar	2.40		8.57
	2.55		3.00	5.8	Bismarck 5.8	500	D		1.40	De	8.30
De	2.40 P M M 55	De	2.45 A M	0.0	Mandan	450	N	De	1.10 A M	Ar	7.30
								De		Ar	7.00 A M
	DAILY		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.

Train No. 2 will take siding at meeting point with Train No. 1.

All car doors must be kept closed while in trains.

Freight trains authorized to carry passengers, with permits, will be designated by Bulletin.

C. J. WILSON, Superintendent.

Jamestown.

FARGO & SOUTHWESTERN R. R. COMPANY.

No. 31A.

NORTHERN PACIFIC, LA MOURE AND MISSOURI RIVER RAILROAD COMPANY.

No. 31A.

IN EFFECT AT 12:01 A. M., MONDAY, MAY 11th, 1896.

West Bound.

Central or 90th Meridian Time.

East Bound.

MIXED No. 123 (J. R. V. 123)		FREIGHT No. 109		PASSENGER No. 103		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Card No. 31A May 11th, 1896 Succeeding No. 31			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 104		FREIGHT No. 110		MIXED No. 124 (J. R. V. 124)		
Second Class		Third Class		First Class					STATIONS						First Class		Third Class		Second Class		
TUES. THUR. & SAT.		MON., WED. & FRI.		EX. SUNDAY											EX. SUNDAY		TUES. THUR. & SAT.		MON., WED. & FRI.		
		De	7.00 A M	De	8.10 A M	WCS TY	816	0.0	Fargo	4.2	109.9	500	N	Ar	7.15 P M	Ar	3.00 P M				
			7.20	F	8.22		DA 4	4.2	Cotters	6.5	105.7	36		F	6.58		2.30				
			7.45		8.38	W 1 1/2 Miles West	DA 11	10.7	Horace	5.5	99.2	40	D		6.42		2.05				
			8.05	F	8.51		DA 16	16.2	Warren	3.2	93.7	31		F	6.27		1.45				
			8.25		9.00		DA 19	19.4	Davenport	5.9	90.5	39	D		6.19		1.30				
			8.49	F	9.15		DA 25	25.3	Woods	3.9	84.6	24		F	6.02		1.06				
			9.10		9.26	W	DA 26	29.2	Leonard	6.3	80.7	37	D		5.51		12.50				
		Ar	9.37		9.42	P 109	DA 34	35.5	Coburn	6.2	74.4	39		F	5.34		12.20 P M				
		De	9.42	103 P			DA 42	41.7	Sheldon	9.0	68.2	120	D		5.18		11.55 A M				
			10.30		10.00		DA 50	50.7	Buttzeville	5.7	59.2	33		F	4.53		11 09				
			11.05	F	10.25		DA 56	56.4	Lisbon	7.6	53.5	79	D		4.37	De	10.45 M 103				
			11.45 A M		10.45	M 110	DA 63	64.0	Elliott	4.9	45.9	30		F	4.15	Ar	10.40				
			12.13 P M	F	11.05		DA 69	68.9	Englevale	7.9	41.0	37	D		4.01		9.30				
			12.30		11.20		DA 77	76.8	Verona	6.2	33.1	38		F	3.39		8.55				
		See Page 6.			11.45	A M	W 2 Miles East														
		De	12.01 A M		1.15 M 124		DA 83	83.0	Valley Junction	5.2	26.9	40			3.23		8.30	Ar	1.15 P M M 109		
		Ar	12.30 A M		1.55		DA 88	88.2	La Moure	10.0	21.7	134	D		3.10		8.10	De	12.55 P M M 103		
				Ar	2.37		DB 10	98.2	Berlin	6.1	11.7	37		F	2.42 M 109		7.14				
		De	2.42	M 104			DB 16	104.3	Medberry	5.3	5.6	37		F	2.27		6.50				
			3.10		1.25																
		Ar	3.30 P M	Ar	1.40 P M		DB 21	109.6	Edgeley	0.3	0.3	60	D	De	2.15 P M	De	6.30 A M				
							DB 22	109.9	End of Track	0.0											
		TUES. THUR. & SAT.		MON., WED. & FRI.		EX. SUNDAY									EX. SUNDAY			TUES. THUR. & SAT.	MON., WED. & FRI.		

M—Meet. P—Pass. F—Flag Station. †—Meals. D—Day and N—Night and Day Telegraph Office. Full faced 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 authorized to carry passengers, with permits, will be designated by Bulletin.

No. 103 has right of track against No. 104 to Edgeley.

T. C. COMSTOCK, Trainmaster,
Jamestown.

C. J. WILSON, Superintendent,
Jamestown.

No. 31A.

JAMES RIVER VALLEY R. R. COMPANY.
 IN EFFECT 12:01 A. M., MONDAY, MAY 11th, 1896.
 Central or 90th Meridian Time.

No. 31A.

West Bound.

East Bound.

				MIXED No. 123			Time Card No. 31A May 11th, 1896 Succeeding No. 31				MIXED No. 124				
				Second Class			Distance from Jamestown	Distance from Oakes	Capacity of Side Trucks	Telegraph Offices	Second Class				
				TUES. THURS. & SAT.							MON. WED. & FRI.				
			Ar	3.45 A M	WC TS	409	0.0	Jamestown	68.9	200	N	De	9.30 A M		
			F	3.00		DD 13	12.9	Ypsilanti	56.0	75		F	10.10		
			F	2.35		DD 19	19.0	Montpelier	40.9	35		F	10.32		
			F	2.03		DD 26	26.4	Adrian	42.5	25		F	11.00		
				1.39		W DD 33	32.6	Dickey	36.3	50	D		11.24		
			F	1.05		DD 41	41.2	Grand Rapids	27.7	75		F	11.55 A M		
			De	12.30 A M	W CY	DA 88	48.5	La Moure	20.4	124	D	Ar	12.20 P M See 103 Page 5		
SEE CURRENT CARD OF THE					W	DA 88		La Moure				FARGO & SOUTHWESTERN R. R.			
					CY			5.2							
					Y	DA 88		Valley Junction							
			Ar	12.01 A M	Y	DA 83	53.7	Valley Junction	15.2	35		De	1.15 P M		
			F	11.30 P M		DD 62	61.4	Glover	7.5	40		F	1.42		
			De	11.05 P M	W CT	DD 69	68.9	Oakes	0.0	40	D	Ar	2.10 P M		
				MON. WED. & FRI.						MON. WED. & FRI.					

†—Meals. W—Water. C—Coal. S—Seals. 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.

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.

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

All car doors must be kept closed while in trains.

T. C. COMSTOCK, Trainmaster, Jamestown. Freight trains authorized to carry passengers, with permits, will be designated by Bulletin. C. J. WILSON, Superintendent, Jamestown.

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

Central or 90th Meridian Time.

West Bound.

East Bound.

				ACCOMMODATION No. 113			Time Card No. 31A May 11th, 1896 Succeeding No. 31				ACCOMMODATION No. 114				
				Second Class			Distance from Sanborn	Distance from Cooperstown	Capacity of Side Trucks	Telegraph Offices	Second Class				
				EX. SUNDAY							EX. SUNDAY				
			De	12.30 P M	Y	385	0.0	Sanborn	36.5	128	N	Ar	10.50 A M		
						DC 6	5.8	Lowry	30.7	Spur					
			F	1.07		DC 9	9.1	Odell	27.4	24		F	10.08		
						DC 12	12.1	Booth	24.4	Spur					
				1.45		DC 18	17.8	Dazey	18.7	32	D		9.27		
			F	2.23		W DC 28	26.5	Hannaford	10.0	10		F	8.45		
			Ar	3.10 P M	CY	DC 36	36.5	Cooperstown	0.0	123	D	De	8.00 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.

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

All car doors must be kept closed while in trains.

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 authorized to carry passengers, with permits, will be designated by Bulletin. C. J. WILSON, Superintendent, Jamestown.

JAMESTOWN AND NORTHERN RAILROAD COMPANY.

IN EFFECT AT 12:01 A. M., MONDAY, MAY 11th, 1896.

No. 31A.
West Bound.

Central or 90th Meridian Time.

No. 31A.
East Bound.

				MIXED No. 133				Time Card No. 31A May 11th, 1896 Succeeding No. 31				MIXED No. 134				
				Second Class				Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class					
				EX. SUNDAY							EX. SUNDAY					
				De	9.30 A M	WC ST	409	0.0	Jamestown 6.4	108.7	200	N	Ar	4.45 P M		
				F	9.55		DE 7	6.4	Parkhurst 7.0	102.3	61		F	4.20		
				F	10.22		DE 14	13.4	Buchanan 7.8	95.3	31		F	3.53		
					10.51		DE 21	21.2	Pingree 6.6	87.5	64			3.25		
				F	11.15	W	DE 28	27.8	Edmunds 6.7	80.9	21		F	3.00		
					11.40 A M		DE 35	34.5	Melville 9.0	74.2	45	D		2.35		
				Ar	12.15 P M	M 134	DE 44	43.5	Carrington 3.5	65.2	236	D	De	2.00	M 133	
				De	2.00		DE 48	48.0	Guptill 4.9	61.7	Spur		Ar	1.30		
				F	2.30		DE 51	51.9	Barlow 7.7	56.8	24		F	1.00		
					3.05	W	DE 60	59.6	New Rockford 11.1	49.1	50	D	De	12.30 P M		
				F	3.49		DE 71	70.7	Sheyenne 8.7	38.0	24		Ar	11.55 A M		
					4.23	W	DE 79	79.4	Oberon 3.9	29.3	24	D	F	11.20		
				F	4.35		DE 83	83.3	Lallie 6.9	25.4	24		F	10.45		
					5.10	Y	DE 90	90.2	Minnewaukan 8.5	18.5	60	D		10.25		
				F	5.45		DE 99	98.7	Brinsmade 9.7	10.0	40		F	10.00		
				Ar	6.35 P M	W CT	DE 108	108.4	Leeds 0.3	0.3	40	D	De	9.25		
					EX. SUNDAY		DE 109	108.7	End of Track	0.0				8.45 A M		
														EX. SUNDAY		
				MIXED No. 143				SYKESTON BRANCH				MIXED No. 144				
				Second Class				Distance from Carrington	Capacity of Side Tracks	Telegraph Offices	Second Class					
				MON., WED. & FRI.							MON., WED. & FRI.					
				De	12.20 P M	Y	DE 44	0.0	Carrington 6.7	13.0	236	D	Ar	2.00 P M		
				F	12.45		DF 7	6.7	Ross 5.9	6.3	10		F	1.35		
				Ar	1.10 P M	WY	DF 13	12.6	Sykeston 0.4	0.4	80	D	De	1.15 P 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 authorized to carry passengers, with permits, will be designated by Bulletin.

T. C. COMSTOCK, Trainmaster,
Jamestown.

No. 143 has right of track to Sykeston.

C. J. WILSON, Superintendent,
Jamestown.

COMMERCIAL SPURS.	
Distance from Fargo.	
Mungus	29½ Miles
Baird	54½ "
Distance from Jamestown.	
Bismarck Penitentiary Spur	99 Miles
Bismarck Water Works Spur	102 "
Jamestown & Northern	
Farquer 39 miles from Jamestown	
Garland 47	" " " (Sykeston Beh.)

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd.	DR. J. A. RANKIN, Jamestown (S).
DR. I. N. WEAR, Fargo (S).	DR. J. M. H. STOVER, LaMoure.
DR. A. B. HERRICK, Lisbon (S).	DR. H. P. BOARDMAN, Oakes (S).
DR. S. MITCHELL, Mapleton.	DR. C. McLACHLAN, New Rockford.
DR. H. J. ROWE, Casselton (S).	DR. J. O. BROWN, Minnewaukan (S).
DR. F. E. SALVAGE, Wheatland.	DR. L. C. SMITH, [†] Steele.
DR. J. W. SIFTON, Valley City (S).	DR. F. R. SMYTHE, Bismarck (S).
DR. L. S. PLATON, Cooperstown.	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.