

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 7A

TIME TABLE

No. 7A

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

MONDAY, SEPTEMBER 5th, 1898.

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

J. W. KENDRICK,

Gen'l Manager.

M. C. KIMBERLY,

Gen'l Superintendent.

C. J. WILSON,

Superintendent.

West Bound.

FIRST DISTRICT.

WAY FREIGHT No. 59			FREIGHT No. 55			EXPRESS FR'T No. 53			Water, Coal Scales, Tables and Wyes	Station Numbers	Time Table No. 7A. Sept. 5th, 1898. Succeeding No. 7.	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1		DAKOTA EX. No. 3	
Third Class EX. SUNDAY			Third Class DAILY			Second Class DAILY								First Class DAILY		First Class EX. SUNDAY	
De 7.00	A M		De 7.00	P M		De 3.05	P M	WC M 60 DT STY	316	Fargo	0.0	1	De 9.35	P M M 4 & 51 DT	De 6.15	A M	
7.30			7.22			3.27			320	Haggart 3.0	5.3	161	* 9.47		F 6.30		
7.50			7.33			3.37			324	Canfield 4.2	8.3	255	* 9.52		F 6.35		
Ar 8.15 De 8.20	M 2		7.50			3.50		W	328	Mapleton 2.4	12.5	384	F 10.00			6.42	
8.31			8.02			3.58			331	Greene 3.0	14.9	460	* 10.04		F 6.46		
8.45			8.13			4.07			334	Dalrymple 2.2	17.9	550	*		F 6.51		
9.15			Ar 8.23 De 8.45	M 54 M 4		4.14			336	Casselton 3.8	20.1	617	10.15			6.54	
9.40			8.59			4.25			339	Sidney 2.7	23.9	731	*		F 7.00		
10.00			9.12			4.35		W	342	Wheatland 3.8	26.6	813	F 10.26			7.05	
10.20			9.26			4.49		W	346	Magnolia 5.8	30.4	926	* 10.34		F 7.15		
10.52			9.52			5.10			352	Buffalo 5.9	36.2	1102	F 10.46	M 56		7.30 M 2	
11.25	M 60		10.15	M 56		5.30		W	358	Tower City 5.5	42.1	1279	F 10.57			7.42	
11.50	A M		Ar 11.01 De 11.06	1 P		5.50		W	363	Oriska 4.7	47.6	1447	* 11.06	P 55		7.52	
12.20	P M		11.36	P M		6.15	M 54		368	Alta 5.6	52.3	1586	* 11.16		F 8.02		
12.50			12.10	A M	Ar 6.45 De 7.12	M 4	WC	374	Valley City 4.9	57.9	1758	11.28			8.15		
1.35			1.05		7.40	M 56		379	Berea 2.8	62.8	1908	* 11.47		F 8.29			
1.51			1.19		7.48			381	Hobart 3.5	65.6	1993	*		F 8.35			
2.15			1.37		8.00		W Y	385	Sanborn 5.3	69.1	2097	F 11.59	P M		8.45 M 60		
3.10			2.06		8.15			389	Eckelson 3.7	74.4	2218	* 12.08	A M	F 8.55			
3.35			2.25		8.29			394	Urbana 4.0	78.1	2375	* 12.16		F 9.04			
Ar 4.01 De 4.06	M 54		2.50		8.40			398	Spiritwood 6.0	82.1	2495	* 12.23			9.13		
4.36			3.22		9.00			403	Bloom 4.7	88.1	2676	* 12.35		F 9.25			
Ar 5.00	P M M 56		Ar 3.45	A M	Ar 9.15	P M	WC ST	409	Jamestown	92.8	2823	Ar 12.43	A M	Ar 9.35	A M		
EX. SUNDAY			DAILY			DAILY							DAILY		EX. SUNDAY.		

Conductors will register at Fargo, Valley City and Jamestown. East bound trains will register at Haggart.

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 and light engines 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.

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.

FIRST DISTRICT.

East Bound.

Duluth, Minneapolis & St. Paul Express. No. 4		ATLANTIC MAIL No. 2		Distances from Jamestown	Time Table No. 7A. Sept. 5th, 1899. Succeeding No. 7.	Capacity of Side Tracks	Telegraph Office	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	9.35 P M	Ar	8.50 A M	92.8	Fargo	500	N	Ar	10.00 P M	Ar	1.30 A M	Ar	3.50 P M
F	9.17	F	8.35	87.5	Haggart	59		9.37	M 1 D T	1.00		3.22	M 53 D T
F	9.10	* 8.28		84.5	Canfield	43		9.25		12.47		2.55	
	9.01	8.20	M 59	80.3	Mapleton	127	D	9.11		12.30		2.30	
F	8.56 P 54	* 8.14		77.9	Greene	71		De 8.56 4 P		12.20		2.00	
F	8.50	*		74.9	Dairydale	72		Ar 8.51		12.07 A M		1.45	
	8.45 M 55	8.03		72.7	Casselton	160	N	8.28	M 55	11.59 P M		1.30	
F	8.33	*		68.9	Sidney	26		8.07		11.45		12.50	
	8.28	F 7.50		66.2	Wheatland	124	D	7.55		11.34		12.40	
F	8.18	* 7.42		62.4	Magnolia	55		7.40		11.19		12.24 P M	
	8.04	7.30	M 3	56.6	Buffalo	193	N	7.18		De 10.46 M 1		11.59 A M	
	7.51	F 7.18		50.7	Tower City	105	D	6.55		Ar 10.41		11.25	M 59
	7.39	* 7.05		45.2	Oriska	107	N	6.34		10.15 M 55		11.00	
F	7.29	* 6.55		40.5	Alta	55		6.15	M 53	9.00		10.40	
	7.12 M 53	6.35		34.9	Valley City	144	N	5.40		8.25		10.00	
F	7.03	* 6.18		30.0	Berea	65		5.15		De 7.40 M 53		9.20	
F	6.58	*		27.2	Hobart	25		5.05		Ar 7.35		9.10	
	6.52 P 56	F 6.05		23.7	Sanborn	211	N	4.52		De 6.52 4 P		De 8.45 M 3	
F	6.42	* 5.55		18.4	Eckelson	78	D	4.35		Ar 6.47		Ar 8.20	
F	6.35	* 5.47		14.7	Urbana	38		4.20		6.25		8.00	
	6.27	* 5.38		10.7	Spiritwood	76	D	4.06	M 59	6.05		7.40	
F	6.15	* 5.26		4.7	Bloom	55		3.48		5.52		7.20	
De	6.05 P M	De 5.15 A M		0.0	Jamestown	400	N	De 3.30 P M		5.30		6.50	
								De 5.10 P M		De 5.10 P M		De 6.30 A M	
	EX. SUNDAY		DAILY					DAILY		DAILY		EX. SUNDAY	

Trains 3 and 4 will come to a full stop at Fargo shops.

No. 1 will run slow through Sanborn to permit U. S. mail to be exchanged by hand.

West Bound.

SECOND DISTRICT.

		WAY FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Stables, Tables and Wyoce	Station Numbers	Time Table No. 7A. Sept. 5th, 1898. Succeeding No. 7		Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1	
		Third Class EX. SUNDAY		Second Class DAILY				STATIONS				First Class DAILY	
		De 7.40	A M	De 9.35	P M	WC ST	409	Jamestown 7.0	0.0	2823	De 12.48	A M	
		8.08		10.02			416	Eldridge 9.2	7.0	3047	F 1.04		
		8.45		10.35			425	Windsor 3.9	16.2	3327	F 1.24		
		8.59		10.49			429	Cleveland 8.5	20.1	3441	F 1.31		
		9.30		11.18		W	438	Medina 8.2	28.6	3705	F 1.51		
		9.59		11.45	P M	W	446	Crystal Springs 8.0	36.8	3949	F 2.11		
		10.25		12.09	A M		454	Tappen 5.5	44.8	4188	F 2.26		
		10.45		12.25		WC	459	Dawson 7.9	50.3	4355	2.37		
		Ar 11.33	A M M 54	12.54			467	Steele 6.5	58.2	4594	2.58	M 2	
		De 12.10	P M M 56	1.18			474	Geneva 4.5	64.7	4794	F 3.09		
		12.53		1.34		W 3/4 miles west	478	Driscoll 7.5	69.2	4924	F 3.16		
		1.21		Ar 2.13			486	Sterling 6.2	76.7	5151	F 3.29		
		1.45		De 2.18	M 2		492	McKenzie 5.2	82.9	5340	F 3.41		
		2.05		2.41			497	Burleigh 5.3	88.1	5469	F 3.48		
		2.26		2.57			497	Apple Creek 7.5	93.4	5767	* 3.56		
		2.26		3.20			506	Bismarck 5.8	100.9	5888	4.12	P 53	
		Ar 2.55		Ar 4.07		W T	510	Mandan	106.7	6054	Ar 4.35	A M	
		De 4.00		De 4.12	1 P	W C S T	515						
		Ar 4.30	P M	Ar 4.55	A M								
			EX. SUNDAY		DAILY							DAILY	

Conductors will register at Jamestown and Mandan.

SECOND DISTRICT.

East Bound.

ATLANTIC MAIL No. 2		Distance from Mandan	Time Table No. 7A. Sept. 5th, 1893. Succeeding No. 7.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		WAY FREIGHT No. 56.	
						Second Class		Third Class	
						DAILY		EX. SUNDAY	
Ar	5.05 A M	106.7	Jamestown 7.0	400	N	Ar 3.00 P M	Ar 4.00 P M		
F	4.47	99.7	Eldridge 9.2	90	D	2.34	3.30		
F	4.28	90.5	Windsor 3.9	94		2.03	2.55		
F	4.19	86.6	Cleveland 8.5	47		1.50	2.40		
F	4.02	78.1	Medina 8.2	50	D	1.20	2.06		
F	3.44	69.9	Crystal Springs 8.0	92		12.51	1.33		
F	3.27	61.9	Tappen 5.5	59		12.24	1.02		
	3.15	56.4	Dawson 7.9	98	N	12.05 P M	12.40		
	2.58 M 1	48.5	Steele 6.5	123	D	11.38 A M N 55	12.10 P M N 55		
F	2.42	42.0	Geneva 4.5	31		11.15	11.43 A M		
F	2.34	37.5	Driscoll 7.5	55		11.00	11.26		
F	2.18 M 53	30.0	Sterling 6.2	99	N	10.27	10.56		
F	2.02	23.8	McKenzie 5.2	42		10.01	10.25		
F	1.55	18.6	Burleigh 5.3	52		9.45	10.05		
*	1.45	13.3	Apple Creek 7.5	45		9.29	9.45		
	1.30	6.8	Bismarck 5.8	188	N	9.05 P 56	De 9.15 54 P Ar 8.00		
De	1.15 A M	0.0	Mandan	450	N	De 8.40 A M	De 7.30 A M		
DAILY						DAILY	EX. SUNDAY		

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

No. 2 will take Siding for No. 1.

West Bound.

FARGO & SOUTHWESTERN BRANCH.

East Bound.

MIXED No. 121 (J.R. and O. Beh. 121) Second Class MON., WED. & FRI.		FREIGHT No. 109 Third Class EX. SUNDAY		PASSENGER No. 103 First Class EX. SUNDAY		Water, Coal, Scales, Tables and Vyes	Station Numbers	Distance from Fargo	Time Table No. 7A Sept. 5th, 1898. Succeeding No. 7	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 104 First Class EX. SUNDAY		FREIGHT No. 110 Third Class EX. SUNDAY		MIXED No. 122 (J.R. and O. Beh. 122) Second Class MON., WED. & FRI.	
De		Ar		De									Ar		Ar		De	
		6.00 A M		8.55 A M		WCN	316	0.0		109.9	500	N	Ar 7.25 P M		Ar 6.30 P M			
		6.20		9.09			DA 4	4.2	Fargo 4.2	105.7	30		F 7.11		6.05			
		6.50		9.24		W	DA 11	10.7	Cotters 6.5	99.2	44	D	6.57		5.35			
		7.15		9.39		W	DA 16	16.2	Horace 5.5	93.7	35		F 6.44		5.05			
		7.40		9.47			DA 19	19.4	Warren 3.2	90.5	43	D	6.36		4.50			
		8.05		10.02			DA 25	25.3	Davenport 5.9	84.6	29		F 6.20		4.20			
		8.35		10.12		W	DA 26	29.2	Woods 3.9	80.7	42	D	6.10		4.00			
		9.00		10.28			DA 34	35.5	Leonard 6.3	74.4	31		F 5.54		3.30			
		10.00		10.44			DA 42	41.7	Coburn 6.2	68.2	103	D	5.38		3.00			
		10.45		11.07			DA 50	50.7	Sheldon 9.0	59.2	36		F 5.15		2.00			
		Ar 11.10 A M 103 P		11.23 P 109		WC	DA 56	56.4	Butzville 5.7	53.5	79	D	4.59		De 1.30			
		De 12.15 P M 110		F 11.43 M 110		T	DA 63	64.0	Lisbon 7.6	45.9	37		F 4.38		Ar 12.15 P M 109			
		12.50		11.56 A M			DA 69	68.9	Elliott 4.9	41.0	45	D	4.25		De 11.43 A M 103			
		2.00		F 12.16 P M			DA 77	76.8	Englevale 7.9	33.1	32		F 4.04		Ar 11.38			
		De 3.48 P M M 104		12.31 M 122		Y	DA 83	83.0	Verona 6.2	26.9	58		3.48 M 121		10.20		See Page 6.	
		Ar 4.06 P M		Ar † 12.43		WY	DA 88	88.2	Oakes Junction 5.2	21.7	114	D	3.35 M 109		9.50		Ar 12.20 P M M 103	
		De 3.35 M 104		De 1.03			DB 10	98.2	La Moure 10.0						9.20		De 11.59 A M	
See Page 6.		4.15		F 1.27			DB 16	104.3	Berlin 6.1	11.7	31		F 3.11		8.15			
		4.40		F 1.41			DB 21	109.6	Medberry 5.3	5.6	30		F 2.57		7.50			
		Ar 5.00 P M		Ar 1.53 P M		WC	DB 22	109.9	Edgeley 0.3	0.3	53	D	De 2.45 P M		De 7.30 A M			
MON., WED. & FRI.		EX. SUNDAY		EX. SUNDAY					End of Track	0.0			EX. SUNDAY		EX. SUNDAY		MON., WED. & FRI.	

Conductors will register at Fargo, Oakes Junction, La Moure and Edgeley.
 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 Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch. Np. 103 has right of track against No. 104 to Edgeley.

JAMES RIVER AND OAKES BRANCHES.

West Bound.

East Bound.

				MIXED No. 121	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 7A Sept. 5th, 1898 Succeeding No. 7				Capacity of Side Tracks	Telegraph Offices	MIXED No. 122				
				Second Class				STATIONS						Second Class				
				MON. WED. & FRI.									MON. WED. & FRI.					
				Ar 8.00 P M	WC ST	409	0.0	Jamestown 12.9	68.9	400	N	De 7.30 A M						
				F 7.15		DD 13	12.9	Ypsilanti 6.1	56.0	95		F 8.15						
				F 6.50		DD 19	19.0	Montpelier 7.4	49.9	32		F 8.45						
				F 6.15		W DD 26	26.4	Adrian 6.2	42.5	22		F 9.20						
				5.45		W DD 33	32.6	Dickey 8.6	36.3	39	D	10.20						
				F 5.00		DD 41	41.2	Grand Rapids 7.3	27.7	69		F 11.00						
				De 4.30 P M	W Y	DA 88	48.5	La Moure	20.4	114	D	Ar 11.30 A M						
SEE CURRENT TIME TABLE OF THE								La Moure 5.2					See page 5.					
								Oakes Junction (Oakes Branch.)					FARGO & SOUTHWESTERN BRANCH.					
				See page 5.														
				Ar 3.45 P M	Y	DA 83	53.7	Oakes Junction 7.7	15.2	58		De 12.31 P M						
				See 104 Page 5														
				F 3.10		DD 62	61.4	Glover 7.5	7.5	42		F 1.00						
				De 2.30 P M	W CT	DD 69	68.9	Oakes	0.0	72	D	Ar 1.30 P M						
				MON. WED. & FRI.								MON. WED. & FRI.						

Conductors will register at Jamestown, La Moure, Oakes Junction and Oakes.
The switches at Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.

COOPERSTOWN BRANCH.

West Bound.

East Bound.

				MIXED No. 113	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 7A Sept. 5th, 1898 Succeeding No. 7				Capacity of Side Tracks	Telegraph Offices	MIXED No. 114				
				Second Class				STATIONS						Second Class				
				EX. SUNDAY									EX. SUNDAY					
				De 10.15 A M	W Y	385	0.0	Sanborn 9.5	36.5	211	N	Ar 8.30 A M						
				11.00		DC 9	9.5	Rogers 8.3	27.0	48	D	7.45						
				11.45 A M		DC 18	17.8	Dazey 8.7	18.7	69	D	7.00						
				12.30 P M		W DC 28	26.5	Hannaford 10.0	10.0	41	D	6.00						
				Ar 1.30 P M	W CY	DC 36	36.5	Cooperstown	0.0	100	D	De 5.15 A M						
				EX. SUNDAY								EX. SUNDAY						

Conductors will register at Sanborn and Cooperstown.

All trains and light engines will come to a full stop before crossing Soo Line Track just west of Depot at Rogers.
Cooperstown Branch trains will protect themselves against Main Line trains between Sanborn Passenger Depot and Junction Switch.

West Bound.

DEVIL'S LAKE BRANCH.

East Bound.

MIXED No. 135		MIXED No. 133		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 7A August 9th, 1898. Succeeding No. 7.			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 134	
Second Class		Second Class					STATIONS						Second Class	
TUE., THUR. & SAT.		MON., WED. & FRI.		WC ST	409	0.0	Jamestown 6.4			108.7	400	N	EX. SUNDAY.	
De	9.50 A M	De	9.50 A M											
F	10.15	F	10.15		DE 7	6.4						F	3.25	
F	10.40	F	10.40		DE 14	13.4						F	2.55	
	11.05		11.05		DE 21	21.2					D		2.20	
F	11.27	F	11.27		DE 28	27.8						F	1.50	
	11.50 A M		11.50 A M		DE 35	34.5							1.20	
Ar	12.35 PM	Ar	12.35 PM	WC	DE 44	43.5					D	De	12.40 PM	
De	1.05	De	3.10	Y	DE 48	48.2						Ar	11.45 AM or 12.35	
F	1.35	F	3.35		DE 51	51.9						F	11.15	
	2.30		4.30		DE 60	59.6					D		10.45	
	3.20		5.20		DE 66	65.9							9.45	
	4.00		6.00		DE 71	70.7					D		9.10	
F	4.20	F	6.20		DE 79	79.4					D		8.55	
	5.00		7.00		DE 83	83.8						F	8.30	
F	5.40	F	7.40		DE 90	90.2					D		7.50	
	6.30 P M		8.30 P M		DE 99	98.7						F	7.15 A M	
	TUE., THUR. & SAT.		MON., WED. & FRI.		DE 108	108.4					D	De	7.15 A M	
					DE 109	108.7							EX. SUNDAY.	
		MIXED No. 143		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carrington	SYKESTON BRANCH			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 144	
		Second Class					STATIONS						Second Class	
		MON., WED. & FRI.		WC Y	DE 44	0.0	Carrington 6.7			13.0	123	D	MON., WED. & FRI.	
		De	1.00 P M											
		F	1.25		DF 7	6.7					Spur 8	F	2.30	
		Ar	1.50 P M		WY DF 13	12.6						De	2.05 P M	
		MON., WED. & FRI.				13.0							MON., WED. & FRI.	

Conductors will register at Jamestown, Carrington, Sykeston and Leeds.
Devil's Lake Branch trains will protect themselves against Main Line trains between Devil's Lake Junction and the Passenger Depot at Jamestown.
Sykeston Branch trains will protect themselves against Devil's Lake Branch 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.
Before crossing the G. N. Track at Leeds, the Crossing Gate must be properly set and fastened. During storm, fog or darkness a red light must be properly displayed on this gate. A red lantern will be used for this purpose and is to be removed as soon as G. N. Track is clear and gate locked to (clear) position.
"G. N. Trains will not stop unless gate is set against them."

No. 143 has right of track to Sykeston.

GENERAL RULES.

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

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

All trains on double track approaching stations at which passenger trains are receiving or discharging passengers must be brought to a FULL STOP with ENGINES OPPOSITE EACH OTHER.

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

Special care must be exercised when approaching all bluffs where slides are liable to occur, and freight brakemen must be on top of train when approaching and passing all stations and bluffs.

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

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

Engineers of all irregular trains and delayed regular trains must sound road crossing signal approaching obscure curves, to warn trackmen and others.

All car doors must be kept closed while in trains.

At all stations where there is a local spur or siding, cars must not be left on passing track without special orders.

SPECIAL REFERENCES.

M—Meet.

P—Pass.

F—Flag Station.

*—Trains do not stop for passengers.

†—Meals.

W—Water.

C—Coal.

S—Scale.

T—Table.

Y—Wye.

D. T.—Double Track.

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

D—Day and N—Night and Day telegraph office.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Munger's	29½ Miles
Baird	54½ "
MAIN LINE	
Distance from Jamestown.	
Bismarck Penitentiary Spur	99 Miles
Bismarck Water Works Spur	102 "
DEVIL'S LAKE BRANCH	
Farquer	39 miles from Jamestown
Garland	47 " " " (Sykeston Bch.)
JAMES RIVER & OAKES BRANCH.	
Reeves Spur	6½ miles from 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. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. F. E. SALVAGE, Wheatland.
 DR. E. A. PRAY, Valley City (S).
 DR. C. L. BRIMI, Cooperstown.
 DR. J. A. RANKIN, Jamestown (S).

DR. J. M. H. STOVER, LaMoure.
 DR. H. W. MIRACLE, Edgeley.
 DR. H. P. BOARDMAN, Oakes (S).
 DR. ALLERT RICHMOND, Edmunds.
 DR. C. McLACHLAN, New Rockford.
 DR. J. O. BROWN, Minnewaukan (S).
 DR. J. E. SCHULZ, Steele, N. D.
 DR. F. R. SMYTH, Bismarck (S).
 DR. G. B. FURNESS, 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.

Railway 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 Railway 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.