

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 9.

TIME TABLE

No. 9.

TO TAKE EFFECT AT 8:00 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, MARCH 12th, 1899.

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,

Second Vice President.

M. C. KIMBERLY,

Gen'l Superintendent.

C. J. WILSON,

Superintendent.

West Bound.				FIRST DISTRICT.										East Bound.			
WAY FREIGHT No. 59	FREIGHT No. 55	FREIGHT No. 53	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 9 March 12th, 1899 Succeeding No. 8	Distance from Jamestown	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 2	PASSENGER No. 4	FREIGHT No. 54	WAY FREIGHT No. 60		
Third Class	Third Class	Second Class	First Class	First Class				STATIONS				First Class	First Class	Second Class	Third Class		
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	EX. SUNDAY		
De 7.30 A M	De 7.30 P M	De 3.05 P M	De 6.20 A M	De 4.15 P M M 60 D T	WC S T	316	0.0	Fargo 5.3	92.8	500	N	Ar 5.15 A M	Ar 10.50 P M	Ar 6.00 P M	Ar 4.50 P M		
7.55	7.50	3.23	F 6.32	* 4.27		320	5.3	Haggart 3.0	87.5	59		F 4.59	F 10.35	5.30	4.17 M 1 D T		
8.07	8.00	3.31	* 6.37	* 4.31		324	8.3	Canfield 4.2	84.5	43		* 4.52	F 10.29	5.15	4.08		
8.24	8.15	3.40 M 60	6.45	* 4.38	W	328	12.5	Mapleton 2.4	80.3	127	D	* 4.43	10.19	4.55	De 3.46 M 53 Ar 3.41		
8.34	8.25	3.52	F 6.49	* 4.42 M 54		331	14.9	Greene 3.0	77.9	71		* 4.37	F 10.14	De 4.42 M 1 Ar 4.37	3.15		
8.45	8.35	4.00	*	*		334	17.9	Dalrymple 2.2	74.9	72		*	F 10.07	4.20	2.50		
9.00	8.52	4.10 M 54	7.00	4.50		336	20.1	Cassleton 3.8	72.7	160	N	4.26	10.02	4.10 M 53	2.30		
			*	*		339	23.9	Sidney 2.7	68.9	26		*	*				
9.52	Ar 9.43 De 9.48 M 4	4.35	7.12	* 4.59		342	26.0	Wheatland 3.8	66.2	124	D	* 4.13	9.48 M 55	3.47	2.00		
10.10	10.04	Ar 5.02 De 5.07 1 P	* 7.20	* 5.07 P 53	W	346	30.4	Magnolia 5.8	62.4	55		* 4.04	* 9.37	3.35	1.41		
10.40	10.30	5.32	7.33	* 5.18		352	36.2	Buffalo 5.9	56.6	193	N	* 3.52	9.24	3.16	1.15		
11.05	10.55	5.50	7.43	* 5.30	W	358	42.1	Tower City 5.5	50.7	105	D	* 3.38	9.11	2.57	12.45		
11.30	11.20	6.05	F 7.52	* 5.40		363	47.6	Oriska 4.7	45.2	107	D	* 3.27	F 8.58	2.40	12.18 P M		
11.55 A M M 60	11.43 P M	6.21	* 8.03	* 5.51		368	52.3	Alta 5.6	40.5	55		* 3.16	* 8.47	2.25	11.55 A M M 59		
12.40 P M	12.10 A M	6.40	8.10	6.00	WC	374	57.9	Valley City 4.9	34.9	144	N	3.09	8.30	1.55	11.60		
Ar 1.30 De 1.35 M 54	1.00	7.15	F 8.25	* 6.14		379	62.5	Berea 2.8	30.0	65		* 2.50	F 8.20	1.35 M 59	10.25		
			*	*		381	65.6	Hobart 3.5	27.2	25		*	*				
2.13	1.35	7.33	8.35	* 6.24	W Y	385	69.1	Sanborn 5.3	23.7	211	N	* 2.38	8.06	1.17	9.55		
2.43	Ar 2.24 De 2.29 M 2	Ar 7.51 De 7.56 M 4	F 8.44	* 6.31		389	74.4	Eckelson 3.7	18.4	78		* 2.29 M 55	F 7.56 M 53	1.03	9.30		
			*	*		394	78.1	Urbana 4.0	14.7	38		*	*				
3.30	3.08	8.30	F 8.58 M 60	* 6.44		398	82.1	Spiritwood 6.0	10.7	76	D	* 2.12	F 7.38	12.40	De 8.58 M 3 Ar 8.53		
4.04	3.37	8.55	* 9.10	* 6.56		403	88.1	Bloom 4.7	4.7	55		* 2.00	* 7.25	12.24	8.12		
Ar 4.30 P M	Ar 4.00 A M	Ar 9.15 P M	Ar 9.20 A M	Ar 7.05 P M M 4	WC S T	409	92.8	Jamestown	0.0	400	N	De 1.50 A M	De 7.15 P M M 1	De 12.05 P M	De 7.45 A M		
EX. SUNDAY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	EX. SUNDAY		

Registering Stations—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 Cassleton.

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

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. Double track ends at Fargo Passenger station.

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.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 55	FREIGHT No. 53	PASSENGER No. 3	PASSENGER No. 1	Water, Coal, Stables, Tables and Wares	Station Numbers	Distance from Jamestown	Time Table No. 9 March 12th, 1899 Succeeding No. 8	Distance from Mandan	Capacity of Side Trucks	Telegraph Office	PASSENGER No. 2	PASSENGER No. 4	FREIGHT No. 54	WAY FREIGHT No. 56
Third Class	Second Class	First Class	First Class				STATIONS				First Class	First Class	Second Class	Third Class
EX. SUNDAY	DAILY	DAILY	DAILY				DAILY				DAILY	DAILY	DAILY	EX. SUNDAY
De 8.30 A M	De 9.35 P M	De 9.25 A M	De 7.10 P M M 4	W C S T	409	0.0	Jamestown 7.0	106.7	400	N	Ar 1.45 A M	Ar 7.10 P M M 1	Ar 11.15 A M	Ar 5.15 P M
9.05	10.08	F 9.41	* 7.26		416	7.0	Eldridge 3.2	99.7	90	D	* 1.30	F 6.55	10.53	4.45
Ar 9.58 3 P De 10.24 M 54	10.50	F 10.03 P 55	* 7.47		425	16.2	Windsor 3.9	90.5	94		* 1.10	F 6.35	10.24 M 55	4.07
10.30	11.02	F 10.09 M 54	* 7.52	W	429	20.1	Cleveland 8.5	86.6	47		* 1.01	F 6.27	De 10.09 M 3 Ar 10.04	3.52
11.12	11.30 P M	F 10.21	* 8.03	W	438	28.6	Medina 8.2	78.1	104	N	* 12.43	F 6.10	9.21	3.17
11.42 A M	Ar 12.17 A M De 12.22 M 2	F 10.39	* 8.20	W	446	36.8	Crystal Springs 8.0	69.9	92		* 12.22 M 53	F 5.47	8.50	2.42
12.14 P M	12.52	F 10.52	* 8.30		454	44.8	Tappen 5.5	61.9	59		* 12.05 A M	F 5.30	8.25	2.10
12.35	1.12	11.02	* 8.37	W C	459	50.3	Dawson 7.9	56.4	98	N	F 11.55 P M	5.20	8.06	1.48
1.15 M 56	1.40	11.15	* 8.53		467	58.2	Steele 6.5	48.5	123	D	F 11.39	5.06	7.41	1.15 M 55
1.46	2.02	* 11.27	* 9.03		474	64.7	Geneva 4.5	42.0	31		* 11.26	F 4.55	7.20	12.42
2.05	2.19	F 11.35	* 9.11	W 1/4 miles west	478	69.2	Driscoll 7.5	37.5	55		* 11.16	F 4.47	7.05	12.20 P M
2.40	2.46	F 11.47 M 56	* 9.23		486	76.7	Sterling 6.2	30.0	99	N	* 11.00	F 4.34	6.41	De 11.47 A M Ar 11.42
3.06	3.07	F 11.58 A M	* 9.33		492	82.9	McKenzie 5.2	23.8	109		* 10.47	F 4.23	6.20	11.00
3.29	3.26	F 12.08 P M	* 9.43		497	88.1	Burleigh 5.3	18.6	67		* 10.36	F 4.13	6.05	10.38
Ar 3.55 De 4.00 M 4	3.45	* 12.16	* 9.51		506	93.4	Apple Creek 7.5	13.3	45		* 10.25	* 4.00 M 55	5.48	10.10
6.00	4.23	12.33	10.08 M 2	W T	510	100.9	Bismarck 5.8	5.8	188	N	10.08 M 1	3.42	5.25	De 9.30 Ar 8.25
Ar 6.30 P M	Ar 4.55 A M M 54	Ar 12.50 P M	Ar 10.25 P M	W C S T	515	106.7	Mandan	0.0	450	N	De 9.50 P M	De 3.25 P M	De 4.55 A M M 53	De 8.00 A M
EX. SUNDAY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	EX. SUNDAY

Registering Stations—Jamestown and Mandan.

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.

Nos. 2 and 4 will take Siding for No. 1.

FARGO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

MIXED No. 123 (J.R. and O. Beh. 123)		MIXED No. 103		Water, Coal Scales, Tables and Weigh	Station Numbers	Distance from Fargo	Time Table No. 9 March 12th, 1909 Succeeding No. 8				Distance from Head of Track	Capacity of Side Tracks	Telegraph Officer	MIXED No. 104		MIXED No. 108		MIXED No. 122 (J.R. and O. Beh. 122)	
Second Class		Second Class					STATIONS							Second Class		Second Class		Second Class	
MON, WED. & FRI.		EX. SUNDAY						MON, WED. & FRI.		TUE, THUR. & SAT.		MON, WED. & FRI.							
	De 7.00 A M	W C	DA 316			0.0	FG	Fargo	4.2	109.9	500	N	Ar 8.45 P M	Ar 2.50 P M					
	F 7.20		DA 4			4.2		Cotters	6.5	105.7	30		F 8.22	F 2.33					
	7.42	W	DA 11			10.7	HC	Horace	5.5	99.2	44	D	7.59	2.15					
	F 8.00		DA 16			16.2		Warren	3.2	93.7	35		F 7.41	F 1.59					
	8.12		DA 19			19.4		Davenport	5.9	90.5	43	D	7.30	1.49					
	F 8.33		DA 25			25.3	BY	Woods	3.9	84.6	29		F 7.09	F 1.31					
	8.48	W	DA 26			29.2		Leonard	6.3	80.7	42	D	6.56	1.19					
	F 9.10		DA 34			35.5	LR	Coburn	6.2	74.4	31		F 6.35	F 12.50					
	9.50		DA 42			41.7		Sheldon	9.0	68.2	103	D	De 6.15	De 12.30					
	F 10.23		DA 50			50.7	SH	Buttville	5.7	59.2	36		Ar 5.55	Ar 12.10 P M					
	10.55 M 108	W C	DA 56			56.4		Lisbon	7.6	53.5	70	D	F 5.25	F 11.40 A M					
	F 11.27	T	DA 68			64.0	LB	Elliott	4.9	45.9	37		De 5.00	De 11.05 M 103					
	11.45 A M	W	DA 69			68.9		Englevale	7.9	41.0	45	D	F 4.27	F 10.18					
	F 12.15 P M		DA 77			76.8	MB	Verona	6.2	33.1	32		F 4.10	10.00					
	De 11.50 P M		Y DA 83			83.0		Oakes Junction	5.2	26.9	58		F 3.40	F 9.30				See Page 4.	
	Ar 12.10 A M		W V DA 88			88.2	OR	La Moure	10.0	21.7	114	D	3.20	9.07				Ar 1.35 P M	
	See Page 4.												3.00	8.50				De 1.15 P M M 103	
			DB 10			98.2		Berlin	6.1	11.7	31		F 2.25	F 8.05					
			DB 16			104.3		Medberry	5.3	5.6	30		F 2.05 M 104	F 7.47					
			W C DB 21			109.6		Edgeley	0.3	0.3	53	D	De 1.45 P M	De 7.30 A M					
	YUE, THUR. & SAT.		DB 22			109.9	ED	End of Track	0.0				MON, WED. & FRI.	TUE, THUR. & SAT.				MON, WED. & FRI.	

Registering Stations—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.

JAMES RIVER AND OAKES BRANCHES.

West Bound.

East Bound.

		MIXED No. 123			Winter, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 9 March 12th, 1899 Succeeding No. 8				Distance from Oakes	Capacity of Side Tracks	Telegraph Office	MIXED No. 122	
		Second Class						STATIONS							Second Class	
		TUE, THUR. & SAT.											MON, WED. & FRI.			
Ar	3:25 A M	WC	409	0.0				J	Jamestown	68.9	100	N	De	9:25 A M		
	2:40		DD 13	12.9					Ypsilanti	50.0	95		F	10:10		
	2:15		DD 19	19.0					Montpelier	49.0	32		F	10:35		
	1:45		DD 26	26.4					Adrian	42.5	22		F	11:05		
	1:20	W	DD 33	32.6				DG	Dickey	36.3	74	D		11:35 A M		
	12:40		DD 41	41.2					Grand Rapids	27.7	69		F	12:10 P M		
De	12:10 A M	W Y	DA 86	48.5				OR	La Moure	20.4	114	D	Ar	12:40 P M		
SEE CURRENT TIME TABLE OF THE										La Moure 5.2		See page 3.				
See page 3.										Oakes Junction (Oakes Branch.)		FARGO & SOUTHWESTERN BRANCH.				
Ar	11:50 P M	Y	DA 89	53.7					Oakes Junction	18.2	58		De	1:35 P M		
	11:20		DD 62	61.4					Glover	7.5	42		F	2:00		
De	10:50 P M	W C T	DD 69	68.9				KS	Oakes	0.0	72	D	Ar	2:30 P M		
MON, WED. & FRI.												MON, WED. & FRI.				

Registering Stations—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			Winter, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 9 March 12th, 1899 Succeeding No. 8				Distance from Cooperstown	Capacity of Side Tracks	Telegraph Office	MIXED No. 114	
		Second Class						STATIONS							Second Class	
		EX. SUNDAY											EX. SUNDAY			
De	10:40 A M	W Y	SS 5	0.0				SA	Sanborn	36.5	211	N	Ar	9:40 A M		
	11:20		DC 9	9.5				RD	Rogers	27.0	48	D		9:00		
	11:55 A M		DC 18	17.8				DZ	Dazey	18.7	60	D		8:25		
	12:35 P M	W	DC 28	26.5				HF	Hannaford	10.0	41	D		7:45		
Ar	1:25 P M	W C Y	DC 36	36.5				CP	Cooperstown	0.0	100	D	De	7:00 A M		
EX. SUNDAY												EX. SUNDAY				

Registering Stations—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. 133						Time Table No. 9 March 12th, 1899 Succeeding No. 8				MIXED No. 134	
Second Class						STATIONS				Second Class	
MON., WED. & FRI.										TUE., THUR. & SAT.	
De	9.30 A M	WC ST	409	0.0	Jamestown	108.7	400	N	Ar	4.05 P M	
F	9.55		DE 7	6.4	Parkhurst 7.0	102.3	33		F	3.38	
F	10.23		DE 14	13.4	Buchanan 7.8	95.3	27		F	3.10	
	10.55		DE 21	21.2	Pingree 6.6	87.5	42	D		2.35	
P	11.20	W	DE 28	27.8	Edmunds 6.7	80.9	24		F	2.10	
	11.45 A M		DE 35	34.5	Melville 9.0	74.2	39	D		1.40	
Ar	12.25 P M	WC Y	DE 44	43.5	Carrington 4.7	65.2	123	D	De	1.00	
De	3.00		DE 48	48.2	Gupthill 3.7	60.5	16		Ar	12.25 P M	
F	3.32		DE 51	51.9	Barlow 7.7	56.8	37		F	11.59 A M	
	4.15	W	DE 60	59.6	New Rockford 6.3	49.1	40	D		11.30	
			DE 66	65.9	Divide 4.8	42.8	18				
	5.00		DE 71	70.7	Sheyenne 8.7	38.0	30	D		10.40	
	5.35	W	DE 79	79.4	Oberon 3.9	29.3	37	D		10.05	
F	5.50		DE 83	83.3	Lallie 6.9	25.4	30		F	9.48	
	6.20	Y	DE 90	90.2	Minnewaukan 8.5	18.5	68	D		9.20	
	6.55		DE 99	98.7	Brinsmade 9.7	10.0	33	D		8.45	
Ar	7.45 P M	W CT	DE 108	108.4	Leeds 0.3	0.3	69	D	De	8.00 A M	
MON., WED. & FRI.						DE 109	108.7	End of Track	TUE., THUR. & SAT.		

MIXED No. 143						SYKESTON BRANCH				MIXED No. 144	
Second Class						STATIONS				Second Class	
MON., WED. & FRI.										MON., WED. & FRI.	
De	1.00 P M	WC Y	DE 44	0.0	Carrington	13.0	123	D	Ar	2.50 P M	
F	1.25		DF 7	6.7	Ross 5.9	6.3	Spur 8		F	2.25	
Ar	1.50 P M	W Y	DF 13	12.6	Sykeston 0.4	0.4	41	D	De	2.00 P M	
MON., WED. & FRI.						13.0 End of Track				MON., WED. & FRI.	

Registering Stations—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.	
Bismarek Penitentiary Spur	99 Miles
Bismarek Water Works Spur	102 "
DEVIL'S LAKE BRANCH	
Farquer 39 miles from Jamestown	
Garland 47 "	" " " (Sylkeston Beh.)
JAMES RIVER & OAKES BRANCH.	
Reeves Spur 6½ miles from Jamestown	

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon, B. D., Brainerd.
 DR. I. N. WEAR, Fargo (S).
 DR. J. P. AYLEN, Sheldon.
 DR. A. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. F. E. SALVAGE, Wheatland.
 DR. B. 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. J. R. MCKENZIE, Carrington.
 DR. C. MCLACHLAN, New Rockford.
 DR. J. O. BROWN, Minnewaukan (S).
 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 or illness occurring in the discharge of duty.