

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 12

TIME TABLE

No. 12

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, JUNE 18th, 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. 5		PASSENGER No. 1	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 12 June 15th, 1899 Succeeding No. 11	Distance from Jamestown	Capacity of Side Tracks	PASSENGER No. 2		PASSENGER No. 6	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	EX. SUNDAY		DAILY							DAILY		EX. SUNDAY	DAILY	EX. SUNDAY
De 7.15 A M M 20 T	De 6.30 P M Sec 5	De 3.05 P M M 60 DT	De 6.20 P M M 5 Sec 55		De 6.15 A M	WC STY	316	0.0	Fargo 5.3 (B.L.)	92.8	500	Ar 7.50 A M		Ar 10.30 A M	Ar 5.45 P M M 5	Ar 3.50 P M
7.42	6.53	3.21	F 6.32		* 6.25		320	5.3	Haggart 3.0	87.5	59	* 7.35 M 59 D T		F 10.16	5.20	3.10 M 53 D T
7.52	7.06	3.30	F 6.38		* 6.30		324	8.3	Canfield 4.2	84.5	43	* 7.30		F 10.10	5.05	2.55
8.06	7.25	3.43	6.45		* 6.36	W	328	12.5	Mapleton 2.4	80.3	127	* 7.23		10.03	4.45	2.34
8.15	7.35	3.50	F 6.50		* 6.39		331	14.9	Greene 3.0	77.9	71	* 7.19		F 9.58	4.35	2.22
8.25	7.50	4.00	F 6.55		*		334	17.9	Dalrymple 2.2	74.9	72	*		F 9.53	4.21	2.06
8.45	8.00	4.10 M 54	6.59		6.47		336	20.1	Cassilton 3.8	72.7	160	7.10		9.48	4.10 M 53	1.55
9.10	8.28	4.25	F 7.06		*		339	23.9	Sidney 2.7	68.9	26	*		F 9.41	3.45	1.35
Ar 9.30 De 9.35 M 6	8.45	4.38	7.11		* 6.58 M 2		342	26.6	Wheatland 3.8	66.2	124	* 6.58 M 1		9.35 M 59	3.35	1.23
9.56	9.03	4.55	F 7.20		* 7.05	W	346	30.4	Magnolia 5.8	62.4	55	* 6.46		F 9.29	3.21	1.04
10.28	9.30	5.25	7.35		* 7.17		352	36.2	Buffalo 5.9	56.6	193	* 6.33		9.18	3.00	12.35
11.00	9.57	5.45	7.48		* 7.25	W	358	42.1	Tower City 5.5	50.7	105	* 6.22		9.08	2.38	12.05 P M
11.35 A M M 60	10.23	6.02	F 8.00		* 7.33		363	47.6	Oriska 4.7	45.2	107	* 6.10		F 8.57	2.17	11.35 A M M 59
12.01 P M	10.44	6.18	F 8.10		* 7.41		368	52.3	Alta 5.6	40.5	55	* 6.00		F 8.48	2.00	11.05
Ar 12.30 De 1.25 M 54	11.10	6.35	8.20		7.50	WC	374	57.9	Valley City 4.9	34.9	144	5.45		8.37	1.25 M 59	10.25
2.00	11.58 P M	7.15	F 8.32		* 8.02		379	62.8	Berea 2.8	30.0	65	* 5.35		F 8.28	1.05	10.02
2.10	12.14 A M	7.25	F 8.38		*		381	65.6	Hobart 3.5	27.2	25	*		F 8.23	12.57	9.50
2.25	12.33	7.39	8.47		F 8.15 M 6	W Y	385	69.1	Sanborn 5.3	23.7	211	F 5.23		8.15 M 1	12.45	9.35
2.53	1.01	7.57	F 8.58		* 8.23		389	74.4	Eckelson 3.7	18.4	78	* 5.14		F 8.02	12.30	9.10
3.13	1.22	8.12	F 9.07		* 8.30		394	78.1	Urbana 4.0	14.7	38	* 5.07		F 7.55	12.19	8.55
3.34	1.45	8.25	9.17		* 8.36 M 60		398	82.1	Spiritwood 6.0	10.7	76	* 5.00		7.48	12.06 P M	De 8.36 M 1 Ar 8.31
4.05	2.16	8.48	F 9.34		* 8.47		403	88.1	Bloom 4.7	4.7	55	* 4.49		F 7.38	11.47 A M	7.57
Ar 4.30 P M	Ar 2.45 A M	Ar 9.05 P M	Ar 9.45 P M		Ar 8.55 A M	WC ST	409	92.8	Jamestown	0.0	400	De 4.40 A M		De 7.30 A M	De 11.30 A M	De 7.35 A M Sec 6
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY		DAILY							DAILY		EX. SUNDAY	DAILY	EX. SUNDAY

Registering and bulletin stations—Fargo, Valley City and Jamestown. East bound trains will register at Haggart.
 Standard Clocks—Fargo and 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 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 Cassilton.
 No. 1 will run slow through Sanborn to permit U. S. mail to be exchanged by hand.
 Nos. 5 and 6 will stop at Fargo shops. Nos. 2 and 6 will take siding for No. 1.

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. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 12 June 1st, 1899 Succeeding No. 11			Distance from Mandan	Capacity of Side Tracks	Telegraph Officers	PASSENGER No. 2		FREIGHT No. 54		WAY FREIGHT No. 56	
Third Class	Second Class			First Class	STATIONS		First Class				Second Class	Third Class										
EX. SUNDAY	DAILY			DAILY			DAILY					DAILY					EX. SUNDAY					
De 6.45 A M	De 9.30 P M			De 8.58 A M	WC S T	409	0.0				J	Jamestown	106.7	400	N	Ar 4.35 A M		Ar 11.00 A M		Ar 4.00 P M		
7.15	9.59			F 9.15		416	7.0				J	Eldridge	99.7	90	D	F 4.20		10.32		3.20		
7.55	10.35			F 9.35		425	16.2				EG	Windsor	90.5	94		F 4.02		9.57		2.30		
8.10	10.48			* 9.42 M 54	W	429	20.1					Cleveland	86.6	47		F 3.55	De 9.42 M 1			2.09		
Ar 8.55	11.17			F 9.56	W	438	28.6				MD	Medina	78.1	104	D	F 3.38	Ar 9.37	9.00 M 55		1.20		
De 9.00 M 54	11.45 P M			F 10.09		446	36.8				MD	Crystal Springs	69.9	92		F 3.22		8.33		12.35 P M		
Ar 10.17	12.08 A M			F 10.22 P 55		454	44.8				TP	Tappen	61.9	59		F 3.06		8.08		11.55 A M		
De 10.22 1P	12.25			10.30	WC	459	50.3				TP	Dawson	56.4	98	N	2.55		7.50		11.25 M 55		
Ar 10.50	1.00			10.49 M 56		467	58.2				DO	Steele	48.5	123	D	2.35		7.25	De 10.49 M 1			
De 11.25 M 56	1.30			* 11.05		474	64.7				ST	Geneva	42.0	31		F 2.18		7.04	Ar 10.44	10.10		
12.29 P M	2.03			F 11.16	W 3/4 miles west	478	69.2					Driscoll	37.5	55		F 2.08 M 53		6.50		9.54		
12.49	2.32			F 11.35		486	76.7				SG	Sterling	30.0	99	D	F 1.53		6.25		9.25		
1.23	2.53			F 11.45		492	82.9					McKenzie	23.8	109		F 1.43		6.05		9.03		
1.52	3.09			F 11.52		497	88.1					Burleigh	18.6	67		F 1.35		5.49		8.43		
2.16	3.25			* 11.59 A M		506	93.4					Apple Creek	13.3	45		* 1.27		5.33		8.23		
2.40	4.00			12.12 P M	W T	510	100.9				BI	Bismarck	5.8	188	N	1.10		5.10	De 7.55	Ar 6.55		
Ar 3.15	4.25 A M			Ar 12.30 P M	W C S T	515	106.7				A	Mandan	0.0	450	N	De 12.55 A M		De 4.45 A M		De 6.30 A M		
De 4.35	M 54																	M 53				
Ar 5.00 P M																						
EX. SUNDAY	DAILY			DAILY														DAILY		EX. SUNDAY		

Registering and bulletin stations—Jamestown and Mandan.

Standard clocks—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.

FARCO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

MIXED No. 121 (J.R. and O. Bch. 121)		MIXED No. 103		MIXED No. 101		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 12 June 15th, 1899 Succeeding No. 11			Distance from End of Track	Capacity of Side Tracks	Telegraph Officers	MIXED No. 102		MIXED No. 104		MIXED No. 122 (J.R. and O. Bch. 122)	
Second Class		Second Class		Second Class					STATIONS						Second Class		Second Class		Second Class	
TUE., THUR. & SAT.		TUE., THUR. & SAT.		MON., WED. & FRI.					MON., WED. & FRI.		TUE., THUR. & SAT.		TUE., THUR. & SAT.							
		De 7.00 A M		De 8.00 A M		WC TY	316	0.0		Fargo	109.9	500	N	Ar 2.50 P M	Ar 8.45 P M					
		F 7.20		F 8.20			DA 4	4.2	FO	Cotters	105.7	30		F 2.33	F 8.22					
		7.42		8.42		W 1 1/2 Mile West	DA 11	10.7	HC	Horace	99.2	44	D	2.15	7.59					
		F 8.00		F 9.00			DA 16	16.2		Warren	93.7	35		F 1.59	F 7.41					
		8.12		9.12			DA 19	19.4		Davenport	90.5	43	D	1.49	7.30					
		F 8.33		F 9.33			DA 25	25.3	DV	Woods	84.6	29		F 1.31	F 7.09					
		8.48		9.48		W	DA 26	29.2	LR	Leonard	80.7	42	D	1.19	6.56					
		F 9.10		F 10.10			DA 34	35.5		Coburn	74.4	31		F 12.50	F 6.35					
		9.50		10.50			DA 42	41.7		Sheldon	68.2	103	D	De 12.30 P M Ar † 11.59 A M	De 6.15 Ar † 5.55					
		F 10.23		F 11.30 M 102			DA 50	50.7	SH	Buttville	59.2	36		F 11.30 M 101	F 5.25					
		10.55		Ar † 11.55 A M De 12.40 P M		WC T	DA 56	56.4	LB	Lisbon	53.5	79	D	10.55	5.00					
		F 11.27		F 1.15			DA 63	64.0		Elliott	45.9	37		F 10.18	F 4.27					
		11.45 A M		1.33		W	DA 69	68.9		Englevale	41.0	45	D	10.00	4.10					
		F 12.15 P M		F 2.00			DA 77	76.8	MB	Verona	33.1	32		F 9.30	F 3.40					
		De 11.50 P M		F 2.20		Y	DA 83	83.0		Oakes Junction	26.9	58		9.07	3.20			Ar 1.35 P M		
		Ar 12.10 A M		2.40		WY	DA 88	88.2	OR	La Moure	21.7	114	D	8.50	3.00			De 1.15 P M M 103		
		Ar † 12.50 M 122 De 1.10																		
		Sec Page 4.		F 3.20			DB 10	98.2		Berlin	11.7	31		F 8.05	F 2.25					
		F 1.45		F 3.40			DB 16	104.3		Medberry	5.6	30		F 7.47	F 2.05 M 103					
		F 2.05 M 104		F 4.00 P M		WC T	DB 21	109.6		Edgeley	0.3	53	D	De 7.30 A M	De 1.45 P M					
		Ar 2.25 P M					DB 22	109.9	ED	End of Track	0.0			MON. WED. & FRI.	TUE. THUR. & SAT.			TUE. THUR. & SAT.		

Registering Stations—Fargo, Oakes Junction, La Moure and Edgeley.

Bulletin Station—Fargo and Edgeley.

Standard clock—Fargo.

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 Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.

JAMES RIVER AND OAKES BRANCHES.

West Bound.

East Bound.

MIXED No. 121		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 12 June 18th, 1899 Succeeding No. 11				Distance from Oakes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 122	
Second Class					STATIONS							Second Class	
WED. FRI. & SUN.		WC ST	409	0.0	Jamestown 12.9				68.9	400	N	TUE. THUR. & SAT.	
Ar	3.25 A M							J					
F	2.40		DD 13	12.9					56.0	95	F	10.00	
F	2.15		DD 19	19.0					49.9	32	D	F 10.25	
F	1.45		DD 26	26.4					42.5	22	F	10.55	
	1.20	W	DD 33	32.6					36.3	74	D	11.30 A M	
F	12.40		DD 41	41.2					27.7	69	F	12.05 P M	
De	12.10 A M	W Y	DA 88	48.5					20.4	114	D	Ar 12.40 P M See 103	
SEE CURRENT TIME TABLE OF THE See page 3.					La Moure 5.2				See page 3.				
					Oakes Junction (Oakes Branch.)				FARGO & SOUTHWESTERN BRANCH.				
Ar	11.50 P M	Y	DA 83	53.7					15.2	58	De	1.35 P M	
F	11.20		DD 62	61.4					7.5	42	F	2.00	
De	10.50 P M	W CT	DD 69	68.9					0.0	72	D	Ar 2.30 P M	
TUE. THUR. & SAT.									TUE. THUR. & SAT.				

Registering stations—Jamestown, La Moure, Oakes Junction and Oakes.

Bulletin stations—Jamestown and Oakes.

Standard clock—Jamestown.

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

West Bound.

COOPERSTOWN BRANCH.

East Bound.

MIXED No. 111		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 12 June 18th, 1899 Succeeding No. 11				Distance from Cooperstown	Capacity of Side Tracks	Telegraph Offices	MIXED No. 116	
Second Class					STATIONS							Second Class	
EX. SUNDAY		W Y	385	0.0	Sanborn 9.5				36.5	211	N	EX. SUNDAY	
De	9.15 A M							SA					
	9.55		DC 9	9.5					27.0	48	D	7.25	
	10.35		DC 18	17.8					18.7	69	D	6.55	
	11.15 A M	W 1 1/2 mile West	DC 28	26.5					10.0	41	D	6.25	
Ar	12.05 P M	CY	DC 36	36.5					0.0	100	D	De 5.45 A M	
EX. SUNDAY									EX. SUNDAY				

Registering stations—Sanborn and Cooperstown.

Bulletin station—Cooperstown.

Standard clock—Jamestown.

All trains and light engines will come to a full stop before crossing Soo Line Trak 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.

FREIGHT No. 139		PASSENGER No. 131		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 12 June 18th, 1899 Succeeding No. 11			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 132		FREIGHT No. 140	
Third Class		First Class					STATIONS		First Class				Third Class			
MON., WED. & FRI.		MON., WED. & FRI.						MON., WED. & FRI.		TUE., THUR. & SAT.						
De	7.00 A M	De	9.15 A M	W C S T	409	0.0	Jamestown	6.4	108.7	400	N	Ar	6.40 P M	Ar	4.30 P M	
	7.26	F	9.30		DE 7	6.4	Parkhurst	7.0	102.3	33		F	6.26		4.00	
	7.55	F	9.47		DE 14	13.4	Buchanan	7.8	95.3	27		F	6.09		3.25	
	8.28		10.06		DE 21	21.2	Pingree	6.6	87.5	42	D		5.51		2.47	
	8.55	F	10.22	W	DE 28	27.8	Edmunds	6.7	80.9	24		F	5.36		2.15	
	9.23		10.38		DE 35	34.5	Melville	9.0	74.2	39	D		5.20		1.45	
Ar	10.00 AM		11.00 P 139	W C Y	DE 44	43.5	Carrington	4.7	65.2	123	D		4.59		1.00	
De	1.30 PM 131P				DE 48	48.2	Guptill	3.7	60.5	16						
	1.55	F	11.20		DE 51	51.9	Barlow	7.7	56.8	37			4.39		12.20 P M	
	3.00	Ar †	11.38	W	DE 60	59.6	New Rockford	6.3	49.1	40	D		4.21		11.50 A M	
		De	11.58 A M		DE 66	65.9	Divide	4.8	42.8	18						
Ar	3.50		12.23 P M		DE 71	70.7	Sheyenne	8.7	38.0	30	D		3.55 M 139		10.55	
De	3.55 M 132				DE 79	79.4	Oberon	3.9	29.3	37	D		3.34		10.15	
	4.35		12.42	W	DE 79	79.4	Oberon	3.9	29.3	37	D		3.34		10.15	
	4.53	F	12.45		DE 83	83.3	Lallie	6.9	25.4	30	F		3.24		9.57	
	5.25		1.01	Y	DE 90	90.2	Minnewaukan	8.5	18.5	68	D		3.07		9.25	
	6.05		1.20		DE 99	98.7	Brinsmade	9.7	10.0	33	D		2.45		8.45	
Ar	6.50 P M	Ar	1.50 P M	W C T	DE 108	108.4	Leeds	0.3	0.3	69	D	De	2.20 P M	De	8.00 A M	
					DE 109	108.7	End of Track		0.0							
		ACCOMO. No. 141		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carrington	SYKESTON BRANCH			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	ACCOMO. No. 142			
		Second Class					STATIONS		Second Class							
		MON., WED. & FRI.						MON., WED. & FRI.								
		De	11.15 A M	W C Y	DE 44	0.0	Carrington	6.7	13.0	123	D	Ar	1.10 P M			
		F	11.40 A M		DF 7	6.7	Ross	5.9	6.3	Spur 8		F	12.45			
		Ar	12.05 P M	W Y	DF 13	12.6	Sykeston	0.4	0.4	41	D	De	12.20 P M			
		MON., WED. & FRI.						MON., WED. & FRI.								

Registering stations—Jamestown, Carrington, Sykeston and Leeds.

Bulletin stations—Jamestown and Leeds.

Standard clock—Jamestown.

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. 141 has right over No. 142.

GENERAL RULES.

Study carefully Special and General Rules. Important changes have been made that differ from former rules and 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 298 and 299, 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 ATTENTION is called to Rules 227, 287 and 406.

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 Beh.)
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. 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. 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. 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.