

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 17B

TIME TABLE

No. 17B

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

TUESDAY, OCTOBER 1st, 1901.

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 Rules, and always have for reference a copy of the TRANSPORTATION RULES.

W. G. PEARCE,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

C. J. WILSON,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 59	FREIGHT No. 55	FREIGHT No. 53	PASSENGER No. 7	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tablets and Wyes	Station Numbers	Distance from Fargo	Time Table No. 17B October 1st 1901 Succeeding No. 17	Distance from Jamestown	Capacity of Side Tracks	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 8	FREIGHT No. 54	WAY FREIGHT No. 60
Third Class	Third Class	Second Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Second Class	Third Class
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
De 7.15 A M Sec 7	De 6.15 P M M 54	De 4.45 P M Sec 1	De 7.10 A M	De 6.20 A M M 2 DT	De 4.40 P M	WC 8TY	316	0.0	Fargo 5.3 (D.T.)	92.8	500	Ar 6.40 A M	Ar 10.35 P M	Ar 8.20 P M	Ar 6.10 P M M 55	Ar 1.30 P M
7.35	6.35	5.03	F 7.22	* 6.31	* 4.49		320	5.3	Haggart 3.0	87.5	59	F 6.25 M 3 DT	F 10.20	F 8.07	5.50	1.03
7.48	6.47	5.12	F 7.28	* 6.36	* 4.53		324	8.3	Canfield 4.2	84.5	43	* 6.20	* 10.13	F 8.02	5.40	12.48
8.05	7.03	5.25 M 54	7.36	* 6.43	F 5.00	W	328	12.5	Mapleton 2.4	80.3	142	F 6.13	F 10.05	7.54	5.25 M 53	12.28
8.18	7.13	5.32	F 7.40	* 6.47	* 5.04 M 54		331	14.9	Greene 3.0	77.9	71	* 6.08	* 10.00	F 7.50	De 5.04 M 1 Ar 4.59	12.15 P M
8.30	7.25	5.40	F 7.45	*	*		334	17.9	Dalrymple 2.2	74.9	72	*	*	F 7.45	4.30	11.45 A M
9.00	Ar 7.35 M 8 De 7.45	5.45	7.50	6.56	5.12		336	20.1	Casselton 3.8	72.7	160	5.58	9.49	7.40 M 55	4.22	11.25
9.15	8.02	5.55	F 7.58	*	*		339	23.9	Sidney 2.7	68.9	26	*	*	F 7.34	4.10	10.45
9.40	8.15	6.01	8.03	* 7.07	F 5.22		342	26.6	Wheatland 3.8	66.2	139	F 5.47	F 9.35	7.29	4.00	10.33
10.15 M 60	8.32	6.14	F 8.09	* 7.13	* 5.30	W	346	30.4	Magnolia 5.8	62.4	70	* 5.40	* 9.27	F 7.23	3.47	10.15 M 59
10.45	Ar 9.00 M 4 De 9.15	6.34	8.19	* 7.22	F 5.41		352	36.2	Buffalo 5.9	56.6	200	F 5.29	F 9.15 M 55	7.12	3.27	9.45
11.11	9.52	Ar 6.55 M 8 De 7.00	8.30	* 7.31	F 5.52	W	358	42.1	Tower City 5.5	50.7	105	F 5.18	F 9.02	7.00 M 53	3.07	9.10
11.35 A M	10.27	7.20	8.40 M 60	* 7.40	* 6.00		363	47.6	Oriska 4.7	45.2	107	F 5.08	F 8.49	6.47	2.48	De 8.40 M 7 Ar 8.15
12.05 P M	10.55	7.40	F 8.50	* 7.52 M 60	* 6.09		368	52.3	Alta 5.6	40.5	67	* 5.00	* 8.38	F 6.37	2.30	De 7.52 M 3 Ar 7.47
Ar 12.40 M 54 De 1.45	11.30	Ar 8.00 M 4 De 8.22	9.00	8.02	6.17 M 8	WC	374	57.9	Valley City 4.9	34.9	144	4.45	8.22 M 53	De 6.25 M 1 Ar 5.55	1.45 M 59	7.00
2.15	11.55 P M	8.50	F 9.11	F 8.16	* 6.30		379	62.8	Berea 2.8	30.0	65	* 4.35	* 8.12	F 5.45	1.25	6.30
2.30	12.10 A M	8.57	F 9.16	*	*		381	65.6	Hobart 3.5	27.2	25	*	*	F 5.40	1.16	6.20
2.50	12.30	9.08	9.24	8.28	6.41	W Y	385	69.1	Sanborn 5.3	23.7	211	4.24	8.02	5.33	1.04	6.05
3.13	1.00	9.22	F 9.34	* 8.37	* 6.49		389	74.4	Eckelson 3.7	18.4	78	* 4.15	* 7.53	F 5.22	12.47	5.45
3.30	1.20	9.33	F 9.41	* 8.44	* 6.55		394	78.1	Urbana 4.0	14.7	67	* 4.08	* 7.47	F 5.14	12.35	5.29
3.50	1.42	9.45	9.49	* 8.50	* 7.01		398	82.1	Spiritwood 6.0	10.7	76	* 4.01	* 7.40	5.07	12.21	5.13
4.20	2.17	10.03	F 10.01	* 9.01	* 7.12		403	88.1	Bloom 4.7	4.7	67	* 3.50	* 7.29	F 4.55	12.02 P M	4.50
Ar 4.40 P M M 8	Ar 2.45 A M	Ar 10.20 P M	Ar 10.10 A M	Ar 9.10 A M	Ar 7.20 P M M 4	WC ST	409	92.8	Jamestown	0.0	400	De 3.40 A M	De 7.20 P M M 1	De 4.45 P M M 59	De 11.45 A M	De 4.30 A M
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY

Registering and bulletin stations—Fargo, Valley City and Jamestown. East bound trains will register arrival 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 Broad-

way. 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.
 Maximum grades: Alta to Valley City. Berea to Valley City. Bloom to Jamestown.
 Nos. 59 and 60 will stop at Fargo shops. No. 54 will take siding for 53. No. 4 will take siding for No. 1.

On Sunday, Trains 3 and 4 will stop on signal at Mapleton, Wheatland, Buffalo, Tower City, Oriska and Spiritwood.

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, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 17B October 1st, 1901 Succeeding No. 17	Distance from Mandan	Capacity of Side Tracks	Telegraph Offices	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	EX. SUNDAY
De 7.30 A M	De 10.45 P M	De 9.15 A M	De 7.25 P M C 4	WC ST	409	0.0	Jamestown 7.0	106.7	400	N	Ar 3.35 A M	Ar 7.10 P M	Ar 11.00 A M	Ar 4.40 P M
8.05	11.12	F 9.35	* 7.42		416	7.0	Eldridge 9.2	99.7	100		* 3.22	F 6.55	10.34	4.10
8.45	11.46	F 10.00 M 54	* 7.58		425	16.2	Windsor 3.9	90.5	94		* 3.07	F 6.37	De 10.00 M 3 Ar 9.55	3.30
Ar 9.15 De 9.30 M 54	11.59 P M	F 10.07	* 8.04	W	429	20.1	Cleveland 8.5	86.6	87		* 3.00	F 6.28	9.30 M 55	3.13
Ar 10.00 De 10.27 P	12.28 A M	10.22 P 55	* 8.17	W	438	28.6	MD Medina 8.7	78.1	104	N	F 2.47	6.11	9.00	2.36
11.03	12.59	F 10.37	* 8.30	W	446	37.3	Crystal Springs 7.5	69.4	92		* 2.32	F 5.53	8.32	1.58
11.35	1.25	F 10.48	* 8.41		454	44.8	TP Tappen 5.5	61.9	67		* 2.20	F 5.39	8.08	1.27
11.58 A M	Ar 1.45 De 2.06 M 2	10.59	F 8.49	WC	459	50.8	DO Dawson 7.9	56.4	98	N	2.06 M 53	5.22	7.50	1.03
12.30 P M M 56	2.50	11.12	* 9.02		467	58.2	ST Steele 8.0	48.5	123	D	F 1.50	5.04	7.25	12.30 P M M 55
1.02	3.13	* 11.25 M 56	* 9.14		474	66.2	Geneva 3.0	40.5	65		* 1.37	* 4.47	6.59	De 11.25 A M M 3 Ar 11.20
1.12	3.21	F 11.30	* 9.18	W 3/4 miles west	478	69.2	Driscoll 7.5	37.5	55		* 1.32	F 4.42	6.50	11.00
1.40	3.42	F 11.43	* 9.29		486	76.7	SG Sterling 6.2	30.0	99	N	* 1.19	4.28	6.25	10.15
2.05	4.00	F 11.55 A M	* 9.38		492	82.9	McKenzie 5.2	23.8	109		* 1.06	F 4.15	6.03	9.48
2.27	4.15	F 12.04 P M	* 9.46		497	88.1	Burleigh 5.3	18.6	67		* 12.57	F 4.05	5.45	9.25
2.45	4.30	* 12.13	* 9.54		506	93.4	Apple Creek 7.5	13.3	55		* 12.47	* 3.54	5.27	9.04
Ar 3.15 De 5.00 M 4	5.00 M 54	12.30	10.05	W	510	100.9	BI Bismarck 5.8	5.8	250	N	12.35	3.40 M 55	5.00 M 53	De 8.30 Ar 7.25
Ar 5.30 P M	Ar 5.25 A M	Ar 12.50 P M	Ar 10.20 P M	W C S T	515	106.7	A Mandan	0.0	450	N	De 12.20 A M	De 3.25 P M	De 4.30 A M	De 7.00 A M
EX. SUNDAY	DAILY	DAILY	DAILY								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.

Maximum Grades Eldridge to Jamestown.

No. 54 will take siding for No. 53.

FARGO & SOUTHWESTERN BRANCH.

East Bound.

West Bound.

FREIGHT No. 109	MIXED No. 123 <small>(J. R. & O. Brch. 123)</small>	PASSENG'R No. 103	Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 17B October 1st, 1901 Succeeding No. 17	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENG'R No. 108	MIXED No. 122 <small>(J. R. & O. Brch. 122)</small>	FREIGHT No. 110
Third Class	Second Cl's	First Class				STATIONS				First Class	Second Cl's	Third Class
Mon. Wed. & Fri.	Wed. Fri. & Sun.	EX. SUNDAY								EX. SUNDAY	Tue. Thur. & Sat.	Tue. Thur. & Sat.
De 6.30 A M		De 7.30 A M	WCS TY	316	0.0	Fargo 4.2	109.9	500	N	Ar 6.50 P M		Ar 4.45 P M
6.50		F 7.43		DA 4	4.2	Cotters 2.2	105.7	30		F 6.38		4.15
6.58		F 7.48		DA 6	6.4	Osgood 4.3	103.5	27		F 6.32		4.00
7.16		7.59	W 1 1/4 Miles West	DA 11	10.7	Horace 5.5	99.2	44	D	6.22		3.40
7.35		F 8.12		DA 16	16.2	Warren 3.2	93.7	35		F 6.08		3.10
7.50		8.20		DA 19	19.4	Davenport 5.9	90.5	43	D	6.00		2.50
8.14		F 8.36		DA 25	25.3	Woods 3.9	84.6	29		F 5.44		2.25
Ar 8.30 De 8.52	103 P	8.47 P 103	W	DA 29	29.2	Leonard 6.3	80.7	42	D	5.33		2.10
9.12		F 9.03		DA 34	35.5	Coburn 6.2	74.4	31		F 5.17		1.40
9.45		9.19		DA 42	41.7	Sheldon 9.0	68.2	103	D	5.01		1.15
10.20		F 9.43		DA 50	50.7	Butzville 5.7	59.2	36		F 4.37		12.15 P M
11.00		10.00	WC T	DA 56	56.4	Lisbon 7.6	53.5	79	D	4.20		11.45 A M
11.50 A M		F 10.22		DA 63	64.0	Elliott 4.9	45.9	37		F 3.56		10.55
12.15 P M		10.35 M 110	W	DA 69	68.9	Englevale 7.9	41.0	45	D	3.43		De 10.35 M 103 Ar 10.15
12.45		F 10.57		DA 77	76.8	Verona 6.2	33.1	32		F 3.21		9.50
1.10	De 12.30 A M	11.13	Y	DA 83	83.0	Oakes Junction 5.2	26.9	58		3.05	Ar 11.50 A M	9.20
Ar 1.25 De 2.50 M 108	Ar 12.50 A M	11.30 M 122	WY	DA 88	88.2	La Moure 10.0	21.7	114	D	2.50 M 109	De 11.30 A M M 103	9.00
3.30	Wed. Fri. & Sun. See J R & O Card	F 11.59 A M		DB 10	98.2	Berlin 6.1	11.7	31		F 2.20	Tue. Thur. & Sat.	8.09
3.52		F 12.15 P M		DB 16	104.3	Medberry 5.3	5.6	30		F 2.00		7.48
Ar 4.10 P M		Ar 12.30 P M	WC T	DB 21	109.6	Edgeley 0.3	0.3	53	D	De 1.45 P M		De 7.30 A M
Mon. Wed. & Fri.		EX. SUNDAY		DB 22	109.9	End of Track	0.0			EX. SUNDAY		Tue. Thur. & Sat.

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

Bulletin stations—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 (2½) miles west of Sheldon.

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

No. 103 has right over No. 108.

JAMES RIVER AND OAKES BRANCHES.

West Bound.

East Bound.

MIXED No. 123	Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 17B October 1st, 1901 Succeeding No. 17	Distance from Oakes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 122
Second Cl's				STATIONS				Second Cl's
Wed. Fri. & Sun.								Tue. Thur. & Sat.
Ar 4.50 A M	WC ST	409	0.0	Jamestown 12.9	68.9	400	N	De 7.30 A M
F 4.00		DD 13	12.9	Ypsilanti 6.1	56.0	95		F 8.13
F 3.30	W	DD 19	19.0	Montpelier 7.4	49.9	32		F 8.40
F 2.50		DD 26	26.4	Adrian 6.2	42.5	22		F 9.15
2.20	W	DD 33	32.6	Dickey 8.6	36.3	74	D	10.00
F 1.35		DD 41	41.2	Grand Rapids 7.3	27.7	69		F 10.35
De 1.05 A M	W Y	DA 88	48.5	La Moure	20.4	114	D	Ar 11.10 A M C No. 103 F & S W

See Current Time Table of the La Moure 5.2 Oakes Junction (Oakes Branch.) Fargo & Southwestern Branch.

Ar 12.30 A M	Y	DA 83	53.7	Oakes Junction 7.7	15.2	58		De 11.50 A M
F 11.59 P M		DD 62	61.4	Glover 7.5	7.5	42		F 12.35 P M
De 11.30 P M	W CY	DD 69	68.9	Oakes	0.0	72	D	Ar 1.10 P M
Tue. Thur. & Sat.				KS				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. 117	Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 17B October 1st, 1901 Succeeding No. 17A	Distance from McHenry	Capacity of Side Tracks	Telegraph Offices	MIXED No. 118
Second Cl's				STATIONS				Second Cl's
EX. SUNDAY								EX. SUNDAY
De 9.40 A M	W CY	385	0.0	Sanborn 9.5	62.6	211	N	Ar 3.30 P M
10.25		DC 9	9.5	Rogers 8.3 See Cros'g	53.1	48	D	2.40
11.05		DC 18	17.8	Dazey 8.7	44.8	69	D	1.50
11.50 A M	W 1 1/4 miles West	DC 28	26.5	Hannaford 6.0	36.1	41	D	12.50
F 12.20 P M M 118		DC 32	32.5	Shepard 4.0	30.1	30		F 12.20 P M M 117
Ar 12.40 De 2.30	T	DC 36	36.5	Cooperstown 3.5	26.1	100	D	De 11.59 A M Ar 9.25
F 2.45		DC 40	40.0	Lovell 5.5	22.6	22		F 9.10
3.05	W 2 3/4 miles West	DC 45	45.5	Jessie 5.4	17.1	37	D	8.50
3.30		DC 51	50.9	Binford 5.1	11.7	57	D	8.25
F 3.55	W 2 3/4 miles West	DC 56	56.0	Lewis 6.6	6.6	13		F 7.55
Ar 4.25 P M	CY W 1 mile East	DC 63	62.6	McHenry	0.0	65	D	De 7.30 A M
EX. SUNDAY				MY				EX. SUNDAY

Registering stations—Sanborn and McHenry.
Bulletin station—Sanborn.
Standard clock—Jamestown.
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.
Doubling Track at M. P. 30.

West Bound. CASSELTON BRANCH. East Bound.

MIXED No. 127		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Casselton	Time Table No. 17B October 1st, 1901 Succeeding No. 17			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 128	
Second Class					STATIONS		Second Class					
EX. SUNDAY										EX. SUNDAY		
De	8.00 AM	CT	336	0.0	Casselton	60.1	160	N	Ar	6.40 P M.		
F	8.07		DG 1	1.4	Langers	58.7	10		F	6.30		
F	8.15		DG 4	3.7	Persis	56.4	10		F	6.20		
F	8.23		DG 6	5.7	Myra	54.4	17		F	6.10		
	8.50		DG 12	12.2	Embden	47.9	38	D		5.40		
	9.06		DG 17	16.5	Fabian	43.6	17			5.20		
F	9.15		DG 19	18.6	Alice	41.5	30		F	6.10		
F	9.40		DG 24	24.2	Elizabeth	35.9	10		F	4.45		
	10.00		DG 27	27.3	Lucca	32.8	39	D		4.30		
F	10.25		DG 32	32.1	Nome	28.0	17		F	4.00		
F	10.40		DG 36	36.8	Eastedge	23.8	18		F	3.35		
	11.15		DG 41	40.7	Kathryn	19.4	39	D		3.00		
F	11.50 AM		DG 47	47.2	Hastings	12.9	17		F	2.25		
	12.15 PM		DG 52	52.4	Litchville	7.7	39	D		2.00		
Ar	12.45 PM		DG 60	59.7	Marion	0.4	56	D	De	1.30 P M		
			DG 61	60.1	End of Track	0.0						
EX. SUNDAY										EX. SUNDAY		

Registering and bulletin stations—Casselton and Marion.
Standard clock—Fargo.

Casselton Branch trains will protect themselves against Main Line trains between Casselton Passenger Station and Junction Switch.
All trains and light engines will come to a full stop before crossing Great Northern track 1/2 mile west of Casselton, and Soo Line at Lucca.

127 has right over No. 128.

West Bound. DEVIL'S LAKE BRANCH. East Bound.

FREIGHT No. 155		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 17B October 1st, 1901 Succeeding No. 17			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENG'R No. 134		MIXED No. 144		FREIGHT No. 156				
Third Class					STATIONS		First Class				Second CI's		Third Class						
EX. SUN.										EX. SUN.		TUE., THUR. AND SAT.		EX. SUN.					
De	7.00 AM		WC ST	409	0.0	Jamestown	108.7	400	N	Ar	6.45 PM				Ar	5.45 PM			
	7.25			DE 7	6.4	Parkhurst	102.3	33		F	6.30					5.15			
	7.55			DE 14	13.4	Buchanan	95.3	27		F	6.15					4.45			
	8.35			DE 21	21.2	Pingree	87.5	55	D		5.58					4.10			
	9.05			DE 28	27.8	Edmunds	80.9	24		F	5.43					3.45			
	9.35			DE 35	34.5	Melville	74.2	39	D		5.29					3.20			
Ar	10.05 AM		WC Y	44	43.5	Carrington	65.2	123	D		5.10		Ar	11.40 AM		2.45			
De	11.57 AM			DE 48	48.2	Guptill	60.5	16		F	4.57			F	11.23		2.00		
	12.15 PM			DE 51	51.9	Barlow	56.8	37			4.48				11.10		1.40		
	12.35			DE 60	59.6	New Rockford	49.1	130	D		4.33			10.45		De	1.05		
Ar	1.05 PM			DE 66	65.9	Divide	42.8	18		F				F	10.20		Ar	11.40	
De	1.45 PM			DE 71	70.7	Sheyenne	38.0	38	D		4.09				10.00		Ar	11.35	
	2.10			DE 79	79.4	Oberon	29.3	77	D		3.50		De	9.30 AM			10.25		
	2.45			DE 83	83.3	Lallie	25.4	30			3.41			TUE., THUR. AND SAT.				9.55	
Ar	3.20 PM			DE 90	90.2	Minnewaukan	18.5	100	D		3.26							9.30	
De	3.50 PM			DE 99	98.7	Brinsmade	10.0	33	D		3.07							8.40	
	4.06			DE 108	108.4	Leeds	0.3	69	D	De	2.45 PM							De	8.00 AM
	4.45			DE 109	108.7	End of Track	0.0												EX. SUN.
Ar	6.15 PM																		EX. SUN.

MIXED No. 145		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carrington	SYKESTON BRANCH.			Distance from Bowdon	Capacity of Side Tracks	Telegraph Offices	MIXED No. 146	
Second CI's					STATIONS		Second CI's					
TUES., THURS. AND SAT.										MON., WED. AND FRI.		
	De 12.15 PM		WC Y	44	0.0	Carrington	27.3	123	D		Ar	9.20 AM
	F 12.40		DF 7	6.7		Ross	20.6	Spur 8			F	8.50
	1.20		W DF 13	12.6		Sykeston	14.7	41	D			8.25
	F 1.50		DF 19	19.6		Heaton	7.7	30			F	7.55
	Ar 2.15 PM		C Y DF 27	27.3		Bowdon	0.0	37	D		De	7.30 AM

Registering stations—Jamestown, Carrington, Oberon, Bowdon and Leeds.
Bulletin stations—Jamestown, Bowdon 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. 137 has right over No. 134. No. 143 will slide track for 156 at meeting point.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Munger's	29½ Miles
Gorman	54½ "
MAIN LINE	
Distance from Jamestown.	
Bismarck Penitentiary Spur	98½ Miles
Bismarck Military Spur	100 "
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. J. P. AYLEN, Sheldon.
 DR. A. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. D. T. QUIGLEY, Litchville.
 DR. E. C. BRANCH, Wheatland.
 DR. S. B. CLARK, Buffalo.
 DR. E. A. PRAY, Valley City (S).
 DR. A. A. J. LANG, Sanborn.

DR. C. L. BRIMI, Cooperstown. (S).
 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.

PIERCE BLEWETT,
Train Master.

W. E. BERNER,
Chief Dispatcher.

