

NORTHERN PACIFIC RAILWAY COMPANY

DAKOTA DIVISION

TIME 22-A TABLE

IN EFFECT AT 12:01 A. M. (Central or 90th Meridian Time)

THURSDAY, AUGUST 27th, 1903

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.

THOMAS COOPER,
Gen'l Manager.

M. C. KIMBERLY,
Ass't Gen'l Manager.

F. W. GILBERT,
Gen'l Superintendent.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

G. J. WILSON,
Superintendent.

I. B. RICHARDS,
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, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 22A August 27th, 1903 Succeeding No. 22	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				Tel. Offices and Calls			DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
De 6.35 AM M D T	De 6.15 P M	De 4.05 P M M 60	De 7.30 A M	De 6.00 A M	De 5.25 P M	WC ST	316	0.0	Fargo 5.3 (B.I.)	92.8	800	Ar 7.00 A M	Ar 10.55 P M	Ar 9.25 P M	Ar 4.15 A M	Ar 3.55 P M M 53
7.00	6.35	4.26	F 7.42	* 6.11	* 5.34		320	5.3	Haggart 3.0	87.5	59	* 6.47 M 59 D T	F 10.40	F 9.09	3.50	3.25
7.15	6.45	4.35	F 7.47	* 6.17	* 5.39		324	8.3	Canfield 4.2	84.5	122	* 6.42	* 10.32	F 9.02	3.40	3.00
7.33	7.00	4.48	7.56	* 6.24	F 5.45	W	328	12.5	Mapleton 2.4	80.3	220	F 6.35	F 10.22	8.53	3.25	2.32
Ar 7.51 7 P De 8.12	7.09	4.55	F 8.01 P 59	* 6.30 M 2	* 5.49		331	14.9	Greene 3.0	77.9	71	* 6.30 M 3	* 10.16	F 8.47	3.17	2.15
			*	*	*		334	17.9	Dalrymple 2.2	74.9	72	*	*	*		
Ar 8.35 De 9.00	7.35	5.10	8.12	6.39	5.58	CT	336	20.1	Casselton 3.8	72.7	225	6.17	10.04	8.35	2.58	1.40
			*	*	*		339	23.9	Sidney 2.7	68.9	26	*	*	*		
9.50	Ar 8.00 De 8.20 M 8	5.30	8.24	* 6.50	F 6.09		342	26.6	Wheatland 3.8	66.2	219	F 6.05	9.48	8.20 M 55	2.35	1.00
10.15	8.35	5.46	F 8.32	* 6.57	* 6.16	W	346	30.4	Magnolia 5.8	62.4	70	* 5.58	* 9.40	F 8.10	2.23	12.35
10.59	Ar 9.05 De 9.26 M 4	Ar 6.10 De 6.37 P 1	8.46	* 7.10	F 6.27 P 53		352	36.2	Buffalo 5.9	56.6	200	F 5.48	9.26 M 55	7.57	2.02	12.10 P M
11.40 A M M 60	9.56	7.00	8.59	* 7.20	F 6.37	W	358	42.1	Tower City 5.5	50.7	133	F 5.38	9.12	7.43	1.42	11.40 A M M 59
12.10 P M	10.25	Ar 7.20 De 7.30 M 8	9.10	* 7.30	* 6.45		363	47.6	Oriska 4.7	45.2	205	* 5.27	F 8.58	7.30 M 53	1.22	11.10
12.35	10.50	7.50	F 9.21	* 7.40	* 6.54		368	52.3	Alta 5.6	40.5	160	* 5.19	* 8.48	F 7.20	1.05	10.44
1.05	Ar 11.15 P M De 12.25 A M M 54	Ar 8.10 De 8.30 M 4	9.33 M 60	7.50	7.05 M 8	WC	374	57.9	Valley City 4.9	34.9	179	5.05	8.30 M 53	7.05 M 1	12.25 A M M 55	De 10.10 Ar 9.20 M 7
1.45	1.00	9.05	* 9.49	* 8.07	* 7.18		379	62.8	Berea 2.8	30.0	170	* 4.56	* 8.19	F 6.50	11.55 P M	8.53
			*	*	*		381	65.6	Hobart 3.5	27.2	25	*	*	*		
2.25	1.25	9.26	10.02	8.18 M 60	7.28	W Y	385	69.1	Sanborn 5.3	23.7	243	F 4.47	8.05	6.37	11.33	De 8.18 M 3 Ar 7.50
2.55	1.55	9.42	10.12	* 8.27	* 7.37		390	74.4	Eckelson 3.7	18.4	93	* 4.38	* 7.53	6.26	11.15	7.25
3.15	2.15	9.54	F 10.19	* 8.33	* 7.44 M 4		394	78.1	Urbana 4.0	14.7	67	* 4.33	* 7.44 M 1	F 6.19	11.00	7.10
3.40	2.35	10.06	10.27	* 8.40	* 7.50		398	82.1	Spiritwood 6.0	10.7	230	* 4.27	F 7.33	6.10	10.45	6.50
4.15	3.05	10.25 M 54	F 10.40	* 8.52	* 7.58		403	88.1	Bloom 4.7	4.7	90	* 4.18	* 7.20	F 5.59	10.25 M 53	6.22
Ar 4.40 P M	Ar 3.30 A M	Ar 10.40 P M	Ar 10.50 A M	Ar 9.00 A M	Ar 8.05 P M	WC ST	409	92.8	Jamestown	0.0	650	De 4.10 A M	De 7.10 P M	De 5.50 P M	De 9.50 P M	De 6.00 A M
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
(10.10)	(9.15)	(6.35)	(3.20)	(3.00)	(2.40)				Time over District			(2.50)	(3.45)	(3.35)	(6.25)	(10.00)
9.1	10.0	14.3	27.8	30.9	34.8				Average Speed per Hour			32.7	24.7	25.9	14.5	9.03

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

Standard clocks—Fargo and Jamestown.

Following stations are protected by Yard Limit Signs: Fargo, Casselton, Valley City, Sanborn and Jamestown. See Rule 298 E and F, and Block Rules 8 and 9.

Fargo yard extends from yard limit board west of Fargo and Southwestern Junction to east end of Red River bridge. All trains and light engines must come to a full stop before crossing C. M. & St. P. track one mile west of Fargo, and will be governed by interlocking signals at G. N. crossing one-half mile west of Casselton.

Dalrymple, Sidney and Hobart are commercial spurs. See Rule 298H. Trains cannot meet or pass there.

Single Track Telegraph Block System Rules are in effect between Jamestown and Haggart.

Maximum grades: Alta to Valley City. Berea to Valley City. Bloom to Jamestown.

Nos. 8 and 4 will take siding for No. 1.

No. 54 will take siding for No. 53.

Nos. 3 and 4 will stop Sundays on signal at star stations to take on or leave passengers.

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.

East bound trains must not leave Haggart until semaphore arm drops to clear position.

West bound trains must not leave F. & S. W. Junction until semaphore arm drops to clear position, and can enter Block at Haggart without Block clearance if signal shows "clear" and train rights permit it to do so.

Derailed switches must be kept set and locked for derail when not in use.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 61	FREIGHT No. 53	PASSENGER No. 7	PASSENGER No. 3	PASSENGER No. 1	Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from Jamestown	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from Mandan	Capacity of Side Tracks	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 8	FREIGHT No. 54	WAY FREIGHT No. 62
Third Class	Second Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Second Class	Third Class
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY				Tel. Office and Calls			DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
De 7.30 A M	De 11.00 P M	De 10.55 A M	De 9.05 A M	De 8.06 P M	WC	409	0.0	Jamestown	106.7	650	Ar 4.05 A M	Ar 7.05 P M	Ar 5.20 P M	Ar 8.50 P M	Ar 4.30 P M
8.00	11.30 P M	11.10	* 9.23	* 8.21 M54	S T	416	7.0	7.0	99.7	100	* 3.48	* 6.46	5.02	De 8.21 M 1	3.50
8.40	12.10 A M	11.30	* 9.45	* 8.38		425	16.2	Eldridge	90.5	121	* 3.33	F 6.28	4.43	Ar 8.11	3.00
8.55	12.22	F 11.38	* 9.52	* 8.43	W	429	20.1	9.2	86.6	87	* 3.27	F 6.21	F 4.35	7.26	2.38
9.29	12.52	11.56 A M	F 10.07	* 8.56	W	438	28.6	3.9	78.1	104	* 3.13	6.03	4.18	6.57	1.50
Ar 10.13	1.24	F 12.14 P M	* 10.23 P 61	* 9.09	W	446	37.3	8.5	69.4	92	* 2.58	* 5.45	F 4.00	6.26	1.00
De 10.33	1.50	12.30 M62	* 10.37	* 9.19		454	44.8	8.7	61.9	67	* 2.47	F 5.31	3.45	6.01	De 12.30 M 7
10.57	2.10	12.41	F 10.47	* 9.27	WC	459	50.3	7.5	56.4	118	2.38 M53	5.20	3.34	5.40	Ar 12.20 P M
Ar 11.20	De 2.38 M 2	12.57	F 11.01 M 62	F 9.38		467	58.2	5.5	48.5	148	F 2.26	5.05 P 54	3.18	De 5.15 + P	De 11.55 M 61
De 11.50	3.05	1.15 P 61	* 11.15	* 9.50		474	66.2	7.9	40.5	65	* 2.13	* 4.50	F 3.02	Ar 10.40	De 11.01 M 3
12.30 P M	3.26	F 1.21	* 11.21	* 9.54		478	69.2	8.0	37.5	55	* 2.08	* 4.44	F 2.57	10.05	Ar 11.30 M 61
Ar 1.05	3.33	1.37	* 11.35	* 10.05	W 3/4 miles west	486	76.7	3.0	30.0	99	* 1.57	F 4.30	2.42 M61	4.14	9.52
De 1.25	3.53	* 11.46	* 10.13	* 10.13		492	82.9	7.5	23.8	109	* 1.46	F 4.17	2.90	3.46	9.20
1.37	4.09	* 11.56 A M	* 10.20	* 10.20	W	497	88.1	6.2	18.6	67	* 1.38	* 4.08 M 61	3.05	3.23 M61	8.53
Ar 2.15	4.23	* 12.06 P M	* 10.27	* 10.27		506	93.4	5.2	13.3	72	* 1.30	* 3.58	F 2.20	3.05	8.30
De 2.42	4.36	12.22	10.40	10.40		510	100.9	7.5	13.3	72	* 1.30	* 3.58	F 2.10 M 7	2.49	8.10
Ar 3.05	4.55	2.25 M54	12.22	10.40	W	510	100.9	7.5	5.8	250	1.18	3.43	1.55	3.05	8.10
De 3.23	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M	WC	515	106.7	5.8	5.8	250	1.18	3.43	1.55	3.05	8.10
Ar 3.50	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M	S T	515	106.7	5.8	0.0	450	De 1.05 A M	De 3.25 P M	De 1.40 P M	De 2.25 M 7	De 7.35
De 4.08	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M		515	106.7	5.8	0.0	450	De 1.05 A M	De 3.25 P M	De 1.40 P M	Ar 2.15	Ar 6.55
4.32	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M		515	106.7	5.8	0.0	450	De 1.05 A M	De 3.25 P M	De 1.40 P M	De 1.50 P M	De 6.30 A M
Ar 5.10	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M		515	106.7	5.8	0.0	450	De 1.05 A M	De 3.25 P M	De 1.40 P M	De 1.50 P M	De 6.30 A M
De 6.00	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M		515	106.7	5.8	0.0	450	De 1.05 A M	De 3.25 P M	De 1.40 P M	De 1.50 P M	De 6.30 A M
Ar 6.30 P M	Ar 5.25 A M	Ar 2.40 P M	Ar 12.40 P M	Ar 10.55 P M		515	106.7	5.8	0.0	450	De 1.05 A M	De 3.25 P M	De 1.40 P M	De 1.50 P M	De 6.30 A M
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
(11.00)	(6.25)	(3.45)	(3.35)	(2.49)							(3.00)	(3.40)	(3.40)	(7.00)	(10.15)
9.7	16.6	28.5	29.8	37.9							35.6	29.1	29.1	15.2	10.4
Time over District															
Average Speed per Hour															

Registering and bulletin stations—Jamestown and Mandan.

Standard clocks—Jamestown and Mandan.

Freight Trains enter and leave Jamestown Yard at a point just east of Pipestem River Bridge (the extreme west switch). See Rule 298, "E" and "F."

Maximum Grades Eldridge to Jamestown.

Nos. 3 and 4 will stop Sundays on signal at star stations to take on or leave passengers.

All east-bound trains will clear arriving time of trains 2, 4 and 8 at Jamestown at least ten (10) minutes.

Trains will be governed by interlocking signals at Soo Line crossing 1200 feet west of Mile Post 192 (just west of spur to Penitentiary, 2 3/4 miles east of Bismarck).

Derail switches must be kept set and locked for derail when not in use.

FARGO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

FREIGHT No. 109	MIXED No. 123 <small>(J. R. & O. Brch. 123)</small>	PASSENG'R No. 107	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from End of Track	Capacity of Side Tracks	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 Tel. Offices and Calls			First Class	Second Cl's	Third Class
EX. SUNDAY	EX. MONDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY	EX. SUNDAY
De 6.30 A M		De 8.30 A M	WC ST	316	0.0	Fargo 4.2	109.9	800	Ar 7.05 P M		Ar 5.00 P M
6.46		F 8.42		DA 4	4.2	Cotters 2.2	105.7	30	F 6.52		4.35
6.55		F 8.47		DA 6	6.4	Osgood 4.3	103.5	27	F 6.46		4.25
7.10		8.57	W 1 1/2 Mile West	DA 11	10.7	Horace 5.5	99.2	44	6.35		4.00
7.30		F 9.09		DA 16	16.2	Warren 3.2	93.7	35	F 6.22		3.30
7.45		9.15		DA 19	19.4	Davenport 5.9	90.5	43	6.15		3.10
8.10		F 9.28		DA 25	25.3	Woods 3.9	84.6	29	F 6.00		2.40
8.30		9.36	W	DA 29	29.2	Leonard 6.3	80.7	42	5.51		2.15
9.00		F 9.50		DA 34	35.5	Coburn 6.2	74.4	31	F 5.36		1.40
Ar 9.30 De 10.12 10.1 P		10.02 P 109		DA 42	41.7	Sheldon 9.0	68.2	103	5.20		1.05
10.45		F 10.22		DA 50	50.7	Buttville 5.7	59.2	36	F 5.00		12.15 P M
Ar 11.10 De 12.30 A M M 110 P M		10.38	WC T	DA 56	56.4	Lisbon 7.6	53.5	79	4.42		11.45 A M M 109
1.03		F 11.00 M 110		DA 63	64.0	Elliott 4.9	45.9	37	F 4.20		De 11.00 M 107
1.23		11.14	W	DA 69	68.9	Englevale 7.9	41.0	45	4.07		Ar 10.40
1.55		F 11.35		DA 77	76.8	Verona 6.2	33.1	32	F 3.48		9.50
2.21	De 2.30 A M	11.50 A M	Y	DA 83	83.0	Oakes Junction 5.2	26.9	58	3.33	Ar 1.20 P M	9.28
Ar 2.45 De 3.30 M 108	Ar 2.50 A M	Ar 12.05 De 12.35 P M M 110	WY	DA 88	88.2	La Moure 10.0	21.7	151	3.20 M 109	De 12.55 P M M 107	9.05
4.08	EX. MONDAY <small>See J R & O Card</small>	F 1.05		DB 10	98.2	Berlin 6.1	11.7	31	F 2.57	EX. SUNDAY	8.30
4.30		F 1.25		DB 16	104.3	Medberry 5.3	5.6	30	F 2.43		8.06
Ar 4.50 P M		Ar 1.40 P M	WC T	DB 21	109.6	Edgeley 0.3	0.3	53	De 2.30 P M		De 7.45 A M
EX. SUNDAY (10.20)		EX. SUNDAY (5.10)		DB 22	109.9	End of Track	0.0		EX. SUNDAY (4.35)		EX. SUNDAY (9.15)
10.6		21.3		Time over District							11.9
Average Speed per Hour									23.9		

See J R & O Card

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 P. & 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.

No. 107 has right over No. 108.

Derail switches must be kept set and locked for derail when not in use.

West Bound. JAMES RIVER AND OAKES BRANCHES. East Bound.

MIXED No. 123	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from Oakes	Capacity of Side Tracks	MIXED No. 122
Second Cl's				STATIONS Tel. Offices and Calls			Second Cl's
EX. MONDAY							EX. SUNDAY
Ar 6.30 A M	WC ST	409	0.0	Jamestown 12.9	68.9	650	De 9.10 A M
F 5.35		DD 13	12.9	Ypsilanti 6.1	56.0	95	F 9.50
5.10	W	DD 19	19.0	Montpelier 7.4	49.9	32	10.10
F 4.36		DD 26	26.4	Adrian 6.2	42.5	22	F 10.35
4.10	W	DD 33	32.6	Dickey 8.5	36.3	74	10.55
F 3.30		DD 41	41.2	Grand Rapids 7.3	27.7	69	F 11.38 A M
De 3.00 A M	W Y	DA 88	48.5	La Moure 5.2	20.4	114	Ar 12.15 P M <small>See 107 P & SW</small>
				See Current Time Table of the Fargo & Southwestern Brch.			
Ar 2.30 A M	Y	DA 83	53.7	Oakes Junction 7.7	15.2	58	De 1.20 P M
F 2.00		DD 62	61.4	Glover 7.5	7.5	42	F 1.55
De 1.30 A M EX. MONDAY (5.00)	W CY	DD 69	68.9	Oakes KS	0.0	72	Ar 2.30 P M EX. SUNDAY (5.20)
13.7	Time over District			Average Speed per Hour			12.9
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. No. 123 has right over No. 122.							

West Bound. CASSETON BRANCH. East Bound.

MIXED No. 127	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Casselton	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from End of Track	Capacity of Side Tracks	MIXED No. 128
Second Class				STATIONS Tel. Offices and Calls			Second Class
EX. SUNDAY							EX. SUNDAY
De 8.25 A M	CT	336	0.0	Casselton 1.4	60.1	225	Ar 6.45 P M
		DG 1	1.4	Langers 2.3	58.7	10 Spur	F
		DG 4	3.7	Persis 2.0	56.4	10 Spur	F
F 8.49	W 2 miles west	DG 6	5.7	Myra 6.5	54.4	17	F 6.10
9.13		DG 12	12.2	Emlden 4.3	47.9	38	5.35
		DG 17	16.5	Fabian 2.1	43.6	17	F
9.36	W 3 miles west	DG 19	18.6	Alice 5.6	41.5	30	5.00
		DG 24	24.2	Elizabeth 3.1	35.9	10 Spur	F
F 10.10		DG 27	27.3	Lucca 4.8	32.8	39	4.15
10.40		DG 32	32.1	Nome 4.2	28.0	17	3.50
F 10.55	W 3/4 miles west	DG 36	36.3	Eastedge 4.4	23.8	18	F 3.30
11.15	C	DG 41	40.7	Kathryn 6.5	19.4	39	3.10
F 11.40 A M	W 1/2 mile west	DG 47	47.2	Hastings 5.2	12.9	17	F 2.40
12.30 P M		DG 52	52.4	Litchville 7.3	7.7	39	2.20
Ar 1.00 P M	CY	DG 60	59.7	Marion 0.4	0.4	56	De 1.45 P M
		DG 61	60.1	End of Track	0.0		
EX. SUNDAY (4.35)	Time over District			Average Speed per Hour			12.0
13.1							EX. SUNDAY (5.00)
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 Soo Line at Lucca. All trains and light engines will be governed by interlocking signals at G. N. crossing one-half mile west of Casselton. No. 127 has right over No. 128.							

West Bound.		COOPERSTOWN BRANCH.						East Bound.	
FREIGHT No. 165	MIXED No. 113	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from McHenry	Capacity of Side Tracks	MIXED No. 118	FREIGHT No. 166
Third Class	Sec'nd Class				STATIONS			Sec'nd Class	Third Class
Mon., Wed. & Fri.	EX. SUNDAY				Tel. Offices and Calls			EX. SUNDAY	Tue., Thur. & Sat.
De 7.30 A M	De 8.45 A M	W C Y	385	0.0	Sanborn SA 9.5 N	62.6	243	Ar 6.00 P M	Ar 3.45 P M
8.18	9.19		DC 9	9.5	Rogers RD 8.3 Soo Cros'g D	53.1	48	5.25	2.47
8.58	9.49		DC 18	17.8	Dazey DZ 5.5 D	44.8	69	4.55	2.00
9.15	F 10.02		DC 24	23.3	Walum W 3.2	39.3	17	F 4.33	1.25
9.39	10.20	W 1 1/2 miles West	DC 27	26.5	Hannaford HF 6.0 D	36.1	41	4.23	1.14
10.02	F 10.44		DC 32	32.5	Shepard S 4.0	30.1	30	F 4.00	12.35
Ar 10.30 A M De 12.15 P M	11.05 M 106	CT	DC 36	36.5	Cooperstown CP 3.5 D	26.1	100	3.45	De 12.15 P M Ar 10.30 A M
12.40	F 11.23		DC 40	40.0	Lovell L 5.5	22.6	22	F 3.05	10.00
1.10	11.43 A M	W 2 1/2 miles West	DC 45	45.5	Jessie JS 5.4 D	17.1	37	2.46	9.30
Ar 1.45 P M De 2.28 M 118	12.05 P M		DC 51	50.9	Binford B 5.1 D	11.7	67	2.28 M 165	8.58
2.50	F 12.28	W 2 1/2 miles West	DC 56	56.0	Lewis L 6.6	6.6	13	F 2.09	8.25
Ar 3.15 P M	Ar 12.55 P M	W 1 1/2 miles East	DC 63	62.6	McHenry MY	0.0	65	De 1.45 P M	De 8.00 A M
Mon., Wed. & Fri.	EX. SUNDAY							EX. SUNDAY	Tue., Thur. & Sat.
(7.45)	(4.10)							(4.15)	(7.45)
8.1	15							14.7	8.1
Time over District Average Speed per Hour									

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.
No. 113 has right over 118.

West Bound.		DEVILS LAKE BRANCH.						East Bound.			
FREIGHT No. 155	FREIGHT No. 145	PASSENG'R No. 133	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from End of Track	Capacity of Side Tracks	PASSENG'R No. 138	FREIGHT No. 146	FREIGHT No. 156
Third Class	Third Class	First Class				STATIONS			First Class	Third Class	Third Class
EX. SUN.	Mon., Wed. & Fri.	EX. SUN.				Tel. Offices and Calls			EX. SUN.	Tue., Thur. & Sat.	EX. SUN.
De 7.00 A M	De 8.00 A M	De 9.15 A M	W C ST	409	0.0	Jamestown J 6.4 N	108.7	650	Ar 5.30 P M	Ar 3.45 P M	Ar 5.00 P M
7.25	8.20	F 9.30	DE 7	6.4	Parkhurst P 7.0	102.3	33	F 5.15	3.20	4.30	
7.50	8.45	F 9.45	DE 14	13.4	Buchanan B 7.8	95.3	27	F 5.00	2.55	4.00	
8.20	9.13	10.03	DE 21	21.2	Pingree PN 6.6 D	87.5	55	4.44	2.25	3.30	
8.45	9.35	F 10.18	W DE 28	27.8	Edmunds E 6.7	80.9	24	F 4.30	2.00	3.05	
9.10	9.59	10.33	DE 35	34.5	Melville M 9.0 D	74.2	39	4.15	1.35	2.38	
Ar 9.45 P M De 10.35 P M	Ar 10.30 A M See 155 & 133	10.53 C 155	C Y DE 44	43.5	Carrington CN 4.7 D	65.2	123	3.55	De 1.00 P M	De 2.00 P M Ar 1.10 P M See 156	
10.50	Mon., Wed. & Fri. See 145 Syk'ton Bch	F 11.04	W 1 1/2 miles East DE 48	48.2	Guptill G 3.7	60.5	16	F 3.45	Tue., Thur. & Sat.	12.50	
Ar 11.00 P M De 11.23 P M	11.13 P 155	11.30 M 156	DE 51	51.9	Barlow BW 7.7 D	56.8	37	3.37	FREIGHT	12.35	
Ar 11.50 A M De 1.00 P M	FREIGHT No. 157	F 11.45	W DE 60	59.6	New Rockford NR 6.3 D	49.1	130	3.21	No. 158 De 12.05 P M Ar 11.10 P M	10.47	
1.25	Third Class	11.55 A M	DE 66	65.9	Divide D 4.8	42.8	18	F 3.07	Third Class Mon., Wed. and Fri. See 156	10.30	
1.46	Tue., Thur. & Sat. De 3.00 P M M 138	12.13 P M	DE 71	70.7	Sheyenne S 8.7 D	38.0	38	2.57	2.38 M 155 & 157	Ar 9.35 A M De 10.00 A M	
Ar 2.28 P M M 138	EX. SUNDAY	3.15	W & Wye DE 79	79.4	Oberon O 3.9 D	29.3	77	F 2.30	9.17	EX. SUNDAY See 148 & 138	
See 143 & 157	3.50	12.35	DE 83	83.3	Lallie L 6.9	25.4	30	2.15	8.47		
	4.40	12.54	DE 90	90.2	Minnewaukan MW 8.5 D	18.5	100	1.56	8.10		
	Ar 5.30 P M	Ar 1.15 P M	W C Y DE 108	108.4	Brinsmade BR 9.7 D	10.0	33	De 1.35 P M	De 7.30 A M		
	Tue., Thur. & Sat.	EX. SUNDAY	DE 109	108.7	Leeds LD 0.3 D	0.3	69	EX. SUNDAY	Mon., Wed. & Fri.		
(7.30)	(2.30)	(4.00)			End of Track	0.0		(3.55)	(2.45)	(7.00)	
10.5	17.4	27.2						27.8	15.8	11.3	
Time over District Average Speed per Hour											

West Bound.		OBERON BRANCH.						East Bound.	
MIXED No. 143	MIXED No. 148	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Oberon	Time Table No. 22A August 27th, 1903 Succeeding No. 22	Distance from Rhodes	Capacity of Side Tracks	MIXED No. 146	MIXED No. 148
Second Class	Second Class				STATIONS			Second Class	Second Class
Mon., Wed. & Fri.	Tue., Thur. & Sat.				Tel. Offices and Calls			Tue., Thur. & Sat.	Tue., Thur. & Sat.
De 3.12 P M	Ar 9.45 A M	W C Wye	DE 79	0.0	Oberon OB 5.2 D	27.6	88	Ar 11.59 A M	
F 3.32	F 9.25		DH 5	5.2	Genin G 5.0	22.4	25	F 11.30	
F 3.52	F 9.05		DH 10	10.2	Flora F 5.2	17.4	25	11.05	
4.25	8.40	W 2 miles East	DH 15	15.4	Maddock MK 5.0 D	12.2	40	F 10.25	
F 4.55	F 8.00		DH 20	20.4	Hesper H 3.8	7.2	25	10.00	
F 5.15	F 7.45		DH 24	24.2	Pendennis P 3.4	3.4	25	F 9.20	
Ar 5.40 P M	De 7.30 A M	W C Y	DH 28	27.6	Rhodes R 0.0	0.0	55	F 9.00	
Mon., Wed. & Fri.	Tue., Thur. & Sat.							8.25	
(2.28)	(2.15)							De 7.45 A M	
11.2	12.2							Tue., Thur. & Sat.	
Time over District Average Speed per Hour									

Registering Stations—Jamestown, Carrington, Denhoff, Oberon and Leeds.
Bulletin Stations—Jamestown, Denhoff and Leeds.
Standard Clock—Jamestown.
Devils Lake Branch trains will protect themselves against Main Line trains between Devils Lake Junction and the passenger depot at Jamestown.
Sykeston Branch trains will protect themselves against Devils Lake Branch Line trains between "Wye" switch and Carrington.
All trains and light engines will come to a Full Stop before crossing Soo Line track, one-half mile west of Carrington.
Oberon Branch Junction Switch, is just west of Oberon Water Tank.
N. P. crossing frog over Great Northern at Leeds has been removed.
NOTE—No. 133 has right over No. 138.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Gorman	54½ Miles
MAIN LINE	
Distance from Jamestown.	
Bismarck Penitentiary Spur	98½ Miles
Bismarck Military Spur	99½ "
Bismarck Water Works Spur	102¼ "
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 (S).
 DR. W. F. HOBART, Denhoff.
 DR. C. McLACHLAN, New Rockford.
 DR. W. M. BARTLEY, Sheyenne.
 DR. JOHN CRAWFORD, Rhodes.
 DR. J. F. WARREN, Leeds (S).
 DR. W. L. GORDON, Steele.
 DR. F. R. SMYTH, Bismarck (S).
 DR. G. B. FURNESS, Mandan (S).
 DR. H. A. BEAUDAU, Oculist, Fargo.

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.

F. L. BIRDSALL,
Ass't Superintendent.

PIERCE BLEWETT,
Train Master.

W. E. BERNER,
Chief Dispatcher.