

# NORTHERN PACIFIC RAILROAD.

T. F. OAKES, H. C. PAYNE and H. C. ROUSE,  
RECEIVERS.

## DAKOTA DIVISION AND BRANCHES.

**No. 27** | **TIME SCHEDULE** | **No. 27**

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

**WEDNESDAY, OCTOBER 4th, 1893.**

SUCCEEDING CARDS AS SHOWN WITHIN.

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

**M. C. KIMBERLY,**  
Gen'l Superintendent.

**J. W. KENDRICK,**  
Gen'l Manager.

**T. J. DeLAMERE,**  
Supt. Transportation.

**DAKOTA DIVISION—First District.**

Central or 90th Meridian Time.

**West Bound.**

WAY FR'T <b>No. 59</b>		FREIGHT <b>No. 55</b>	EXPRESS FR'T <b>No. 53</b>	Water, Coal Scales, Tables and Wyes	Station Numbers	Time Card No. 27 Oct. 4th, 1893 Succeeding No. 26	Distance from Fargo	Pole No.	PACIFIC MAIL <b>No. 1</b>	DAKOTA EX. <b>No. 7</b>
Third Class		Third Class	Second Class			STATIONS			First Class	First Class
EX. SUNDAY		DAILY	DAILY						DAILY	EX. SUNDAY
De 7.35 A M		De 4.05 P M Sec 54	De 3.00 P M M 54 D T	WC ST	316	Fargo 5.3	0.0	1	De 1.15 A M	De 7.10 A M
8.06 M 4		4.34	3.20	W	320	Haggart 3.0	5.3	161	* 1.29	7.25
8.20		4.50	3.32		324	Canfield 4.2	8.3	255	* 1.36	F 7.32
8.50		5.15 M 60	3.50	W	328	Mapleton 2.4	12.5	384	* 1.46	7.41
9.01		5.30	3.58		331	Greene 3.0	14.9	460	* 1.52 M 2	F 7.47 M 4
9.15		5.45	4.09		334	Dalrymple 2.2	17.9	550	* 1.57	F 7.54
9.45		6.00	4.20 M 60	Y	336	Casselton 3.8	20.1	617	2.02	8.00
10.05		6.22	4.36		339	Sydney 2.7	23.9	731	* 2.11	F 8.10
10.30		6.40	4.47	W	342	Wheatland 3.8	26.6	813	* 2.18	8.18
10.50		Ar 7.05 De 7.10 M 8	5.05	W	346	Magnolia 5.8	30.4	926	* 2.27	F 8.28
11.35 A M		7.33	5.30		352	Buffalo 5.9	36.2	1102	F 2.41	8.42
Ar 12.20 P M De 12.25 M 54		7.55	5.55	W	358	Tower City 5.5	42.1	1279	* 2.55	8.55
1.10 M 60		8.17	Ar 6.20 De 6.25 M 8	W	363	Oriska 4.7	47.6	1447	* 3.08	9.07
1.31		8.43	6.45		368	Alta 5.6	52.3	1586	* 3.20	F 9.17
Ar 1.55 De 2.30		9.05	7.05	WC	374	Valley City 4.9	57.9	1758	3.33	9.30
3.08		9.35	7.27		379	Berea 2.8	62.8	1908	* 3.47	F 9.46
3.28		9.48	7.37		381	Hobart 3.5	65.6	1993	* 3.53	F 9.55
3.55		10.03	7.50	Y	385	Sanborn 3.7	69.1	2097	4.00	10.05 M 60
4.23		10.20	8.03	W	389	Eckelson 5.3	72.8	2218	* 4.07	10.14 M 54
Ar 5.03 De 5.08 M 8		10.45	8.22		394	Urbana 4.0	78.1	2375	* 4.18	F 10.26
5.40		Ar 11.02 De 11.07 M 2	8.36		398	Spiritwood 6.0	82.1	2495	* 4.27	10.35
6.25		11.40 P M	8.57		403	Bloom 4.7	88.1	2676	* 4.39	F 10.49
Ar 7.00 P M		Ar 12.05 A M	Ar 9.15 P M	WC ST	409	Jamestown	92.8	2823	Ar 4.50 A M M 4	Ar 11.00 A M
EX. SUNDAY		DAILY	DAILY						DAILY	EX. SUNDAY

M—Meet. P—Pass. \*—Trains do not stop for passengers. F—Flag Station. †—Meals. D T—Double Track. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.  
W—Water. C—Coal. S—Scales. T—Table. Y—Wye.

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

The speed of trains must not exceed ten (10) miles per hour while crossing the trestle over Lake Eckelson.

Conductors will register at Fargo, Valley City and Jamestown, and will not pass any registering station, which has telegraph service, without an order or clearance. Conductors of 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. Trains will not exceed six (6) miles per hour through any portion of Fargo yard, and will not exceed four (4) miles per hour crossing Broadway. All trains must come to a full stop before crossing C. M. & St. P. track one mile west of Fargo, and the Great Northern tracks one-half mile and four miles west of Casselton.

T. C. COMSTOCK, Trainmaster,  
Jamestown.

Trains take their date from District Terminals.

**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.

## DAKOTA DIVISION—First District.

Central or 90th Meridian Time.

East Bound.

Wyo'ns & St. Paul Ex. <b>No. 8</b>	ATLANTIC EX. <b>No. 4</b>	ATLANTIC MAIL <b>No. 2</b>	Distance from Jamestown	Time Card No. 27 Oct. 4th, 1893 Succeeding No. 26	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T <b>No. 54</b>	WAY FREIGHT <b>No. 60</b>
First Class	First Class	First Class		STATIONS			Second Class	Third Class
EX. SUNDAY	DAILY	DAILY					DAILY	EX. SUNDAY
Ar † 8.30 P M	Ar 8.20 A M	Ar 2.30 A M	92.8	<b>Fargo</b> 5.3	500	N	Ar 3.30 P M	Ar 6.50 P M
8.15	* 8.06 M 59	* 2.15	87.5	<b>Haggart</b> 3.0	90		3.07 M 53 D T	6.20
F 8.08	* 8.00	* 2.07	84.5	<b>Canfield</b> 4.2	50		2.55	5.55
7.59	F 7.52	* 1.57	80.3	<b>Mapleton</b> 2.4	88	D	2.35	5.15 M 55
F 7.54	* 7.47 M 7	* 1.52 M 1	77.9	<b>Greene</b> 3.0	80		2.25	4.57
F 7.47	* 7.40	* 1.43	74.9	<b>Dalrymple</b> 2.2	66		2.12	4.35
7.42	7.35	1.37	72.7	<b>Casselton</b> 3.8	158	N	2.02	De 4.20 M 53 Ar 3.40
F 7.30	* 7.26	* 1.25	68.9	<b>Sydney</b> 2.7	33		1.45	3.17
7.21	F 7.20	* 1.18	66.2	<b>Wheatland</b> 3.8	86	D	1.34	3.02
F 7.10 M 55	* 7.11	* 1.07	62.4	<b>Magnolia</b> 5.8	44		1.16	2.40
6.55	F 6.58	F 12.52	56.6	<b>Buffalo</b> 5.9	97	N	12.50	2.10
6.39	F 6.44	* 12.37	50.7	<b>Tower City</b> 5.5	130	D	12.25 M 59	1.30
6.25 M 53	* 6.31	* 12.22	45.2	<b>Oriska</b> 4.7	92	N	12.01 P M	1.10 M 59
F 6.14	* 6.20	* 12.10 A M	40.5	<b>Alta</b> 5.6	45		11.40 A M	12.50
6.00	6.05	11.55 P M	34.9	<b>Valley City</b> 4.9	160	N	11.10 P 60	De 12.15 P M 54 P Ar 11.05 A M
F 5.47	* 5.54	* 11.46	30.0	<b>Berea</b> 2.8	44		10.51	10.38
F 5.40	* 5.48	* 11.40	27.2	<b>Hobart</b> 3.5	30		10.40	10.24
5.31	5.41	11.33	23.7	<b>Sanborn</b> 3.7	128	N	10.28	De 10.05 M 7 Ar 10.00
5.21	* 5.33	* 11.25	20.0	<b>Eckelson</b> 5.3	40	D	De 10.14 M 7 Ar 10.09	9.40
F 5.08 M 59	* 5.21	* 11.15	14.7	<b>Urbana</b> 4.0	42		9.45	9.14
4.57	* 5.13	* 11.07 M 55	10.7	<b>Spiritwood</b> 6.0	78	D	9.30	8.54
F 4.42	* 5.00	* 10.55	4.7	<b>Bloom</b> 4.7	44		9.05	8.25
De 4.30 P M	De 4.50 A M M 1	De 10.45 P M	0.0	<b>Jamestown</b>	200	N	De 8.45 A M	De 8.00 A M
EX. SUNDAY	DAILY	DAILY					DAILY	EX. SUNDAY

D—Day and N—Night and Day Telegraph Office.

D T—Double Track.

Trains 7 and 8 will come to a full stop at Fargo shops.  
All car doors must be kept closed while in trains.

Passengers with tickets will be allowed to ride on the rear section of No. 55, way-freights and rear section of 54 from Valley City east; **no other freights** are allowed to carry passengers.

Trains take their date from District Terminals.

C. J. WILSON, Superintendent,  
Jamestown.

## DAKOTA DIVISION—Second District.

West Bound.

Central or 90th Meridian Time.

WAY FREIGHT No. 61		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 27 Oct. 4th, 1893 Succeeding No. 26	Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1	
Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY							First Class DAILY	
De	6.45 A M	De	1.00 A M	De	9.35 P M	W C S T	409		0.0	2823	De	4.55 AM M4
Ar	7.15		1.28	Ar	10.20		416		7.0	3047	F	5.10
De	7.20 M 54		2.09	De	10.25 M 2		425		9.2	3327	F	5.30
	8.05		2.23		10.58	W	429		3.9	3441	*	5.38
	8.22		2.53		11.10		438		8.5	3705	F	5.55 M 54
	8.57		3.22		11.35	W	446		8.2	3949	F	6.10
	9.31	Ar	3.27 M 4		11.59 P M	W	454		8.0	4188	F	6.26
	10.05	De	4.00		12.23 A M		459		5.5	4355	F	6.38
	10.45	Ar	4.22		12.40	W C	467		7.9	4594		6.53
	11.40 A M	De	4.27 M 54		1.03		474		6.5	4794	*	7.06
	12.25 P M M 62		5.00		1.24		478		4.5	4924	*	7.15
	12.50		5.47		1.37	W 3/4 miles west	486		7.5	5151		7.31
	1.30		6.19	Ar	2.00	W	492		6.2	5340	F	7.44
	2.00		6.45	De	2.05 M 4		497		5.2	5469	F	7.55
	2.29		7.07		2.35 M 54		506		5.3	5767	*	8.05
	2.55		7.29		2.53		510		7.5	5888		8.20
	4.15		8.00		3.10	W	515		7.5	6054	Ar	8.35 AM M 62
Ar	4.50 P M	Ar	8.30 AM M 62 Sec 1	Ar	4.00 A M	W C S T			5.8			
EX. SUNDAY		DAILY		DAILY							DAILY	

M—Meet.

P—Pass.

\*—Trains do not stop for passengers.

F—Flag Station.

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

W—Water.

C—Coal.

S—Scales.

T—Table.

Y—Wye.

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

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

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

T. C. COMSTOCK, Trainmaster,

Jamestown.

Trains take their date from District Terminals.

## DAKOTA DIVISION—Second District.

Central or 90th Meridian Time.

East Bound.

ATLANTIC EX. No. 4		ATLANTIC MAIL No. 2		Distance from Mandan	Time Card No. 27 Oct. 4th, 1893 Succeeding No. 26	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		WAY FREIGHT No. 62	
First Class DAILY		First Class DAILY						Second Class DAILY		Third Class EX. SUNDAY	
Ar	4.45 AM M1	Ar	10.40 P M	106.7	Jamestown 7.0	200	N	Ar	7.50 A M	Ar	5.45 P M
*	4.30	F	10.25 M 53	99.7	Eldridge 9.2	88			7.20 M 61		5.15
F	4.10		10.05	90.5	Windsor 3.9	96	N		6.45		4.37
*	4.02	*	9.58	86.6	Cleveland 8.5	56			6.30		4.20
*	3.44	F	9.40	78.1	Medina 8.2	90	D	De	5.55 M 1		3.45
*	3.27 M 55	F	9.20	69.9	Crystal Springs 8.0	51	D	Ar	5.50		3.10
*	3.10	F	9.03	61.9	Tappen 5.5	69			4.47		2.40
	3.00		8.50	56.4	Dawson 7.9	104	N		4.27 M 55		2.15
	2.44		8.32	48.5	Steele 6.5	124	D		3.58		1.05
*	2.30	F	8.16	42.0	Geneva 4.5	39			3.37		12.25 M 61
*	2.21	*	8.06	37.5	Driscoll 7.5	26			3.22		12.04 P M
F	2.05 M 53		7.50	30.0	Sterling 6.2	45	N		2.57		11.30 A M
*	1.53	F	7.32	23.8	McKenzie 5.2	45			2.35 M 53		11.00
*	1.42	F	7.21	18.6	Burleigh 5.3	63	D		2.17		10.35
*	1.32	*	7.10	13.3	Apple Creek 7.5	41			1.57		10.10
	1.15		6.55	5.8	Bismarck 5.8	500	N		1.30		9.35
De	1.00 A M	De	6.40 P M	0.0	Mandan	450	N	De	1.05 A M See 4	De	8.35 AM M1 & 55
DAILY		DAILY						DAILY		EX. SUNDAY	

D—Day and N—Night and Day Telegraph Office.

Passengers with tickets will be allowed to ride on rear section of Way Freights, and rear Section of No. 55 from Dawson west; **no other freights** are allowed to carry passengers.

All car doors must be kept closed while in trains.

Trains take their date from District Terminals.

C. J. WILSON, Superintendent,  
Jamestown.

**FARCO & SOUTHWESTERN R. R.**

Central or 90th Meridian Time.

West Bound.

East Bound.

J. R. V.) MIXED No. 121		FREIGHT No. 109	PASSENGER No. 107	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Card No. 27 October 4th, 1893 Succeeding No. 26			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 108	FREIGHT No. 110	J. R. V.) MIXED No. 122
Second Class EX. SUNDAY	Third Class EX. SUNDAY	First Class EX. SUNDAY	First Class EX. SUNDAY				Third Class EX. SUNDAY	Second Class EX. SUNDAY							
	De 7.25 A M	De 7.55 A M	W N	316	0.0							Ar 7.55 P M	Ar 6.00 P M		
	7.45	F 8.06	DA	4	4.2		<b>Fargo</b> 4.2	109.9	500	N		F 7.43	5.35		
	Ar 8.18 De 8.23 107 P	S.23 P 109	W	DA 11	10.7		<b>Cotters</b> 6.5	105.7	36			7.25	5.00		
	8.50	8.38	DA	16	16.2		<b>Horace</b> 5.5	99.2	40			7.10	4.30		
	9.05	8.47	Y	DA 19	19.4		<b>Warren</b> 3.2	93.7	31			7.02	4.15		
	9.35	F 9.02	DA	25	25.3		<b>Davenport</b> 5.9	90.5	39	D		F 6.45	3.43		
	9.55	9.12	W	DA 26	29.2		<b>Woods</b> 3.9	84.6	24			6.35	3.22		
	10.25	F 9.28	DA	34	35.5		<b>Leonard</b> 6.3	80.7	37	D		F 6.17	2.48		
	11.00 A M	9.45	DA	42	41.7		<b>Coburn</b> 6.2	74.4	39			6.00	2.15		
	12.05 P M	10.13	DA	50	50.7		<b>Sheldon</b> 9.0	68.2	120	D		5.30	1.25		
	12.55 M 110	10.30	WC	DA 56	56.4		<b>Buttville</b> 5.7	59.2	33			5.10	De 12.55 M 109 Ar 12.10 P M		
	1.45	10.54	T	DA 63	64.0		<b>Lisbon</b> 7.6	53.5	79	D		4.45	11.32 A M		
	2.15	11.08 M 110	DA	69	68.9		<b>Elliott</b> 4.9	45.9	30			4.27	De 11.08 M 107 Ar 11.03		
	3.00	11.32	W	DA 77	76.8		<b>Englevale</b> 7.9	41.0	37	D		4.00	10.10		
	De 11.37 P M	Ar 3.35	Y	DA 83	83.0		<b>Verona</b> 6.2	33.1	38					See Page 6	
	Ar 11.59 P M EX. SUNDAY	De 3.40 M 108 4.10	DA	88	88.2		<b>Valley Junction</b> 5.2	26.9	40	D		3.40 M 109	9.40	Ar 12.52 P M	
	See Page 6	F 12.58	WC	DA 88	88.2		<b>La Moure</b> 10.0	21.7	134	D		3.25	9.15	De 12.25 P M 107 EX. SUNDAY	
		F 1.18	DB	10	98.2		<b>Berlin</b> 6.1	11.7	37			F 2.52	8.15		
		Ar 6.00 P M	DB	16	104.3		<b>Medberry</b> 5.3	5.6	37			F 2.32	7.51		
	EX. SUNDAY	Ar 1.35 P M	WC	DB 21	109.6		<b>Edgeley</b> 0.3	0.3	60	D		De 2.15 P M	De 7.30 A M		
		EX. SUNDAY	T	DB 22	109.9		<b>End of Track</b>	0.0				EX. SUNDAY	EX. SUNDAY		

M—Meet. P—Pass. F—Flag Station. †—Meals. D—Day and N—Night and Day Telegraph Office. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.  
W—Water. C—Coal. S—Scales. T—Table. Y—Wye.

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

Conductors will register at Fargo, Valley Junction, La Moure and Edgeley, and must not pass any registering station, which has telegraph service, without an order or clearance.

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 Valley Junction and La Moure will be set for the Fargo & Southwestern Railroad. No. 107 has right of track against No. 108 to Edgeley.

Passengers with tickets will be carried on the rear section of regular freight trains; no other freights are allowed to carry passengers. All car doors must be kept closed while in trains.

T. C. COMSTOCK, Trainmaster,  
Jamestown.

C. J. WILSON, Superintendent,  
Jamestown.

West Bound.

**JAMES RIVER VALLEY R. R.**  
Central or 90th Meridian Time.

East Bound.

		MIXED No. 121		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Card No 27 Oct. 4th, 1893 Succeeding No. 26			Capacity of Side Tracks	Telegraph Offices	MIXED No. 122	
		Second Class					STATIONS					Second Class	
		EX. MONDAY								EX. SUNDAY			
Ar	3.15 A M	WC	TS	409	0.0	Jamestown	68.9	200	N	De	8.20 A M		
	2.22			DD 13	12.9	Ypsilanti	56.0	75			9.15		
	1.58	W	DD 19	19.0	Montpelier	49.9	35				9.40		
	1.28		DD 26	26.4	Adrian	42.5	25				10.12		
	1.02	W	DD 33	32.6	Dickey	36.3	50				10.40		
	12.28 A M		DD 41	41.2	Grand Rapids	27.7	75	D			11.16		
De	11.59 P M	WCY	DA 88	48.5	La Moure	20.4	124	D		Ar	11.50 A M		

SEE CURRENT CARD OF THE

W DA 88  
CY  
Y DA 83

La Moure 5.2  
Valley Junction

FARGO & SOUTHWESTERN R. R.

Ar	11.37 P M	Y	DA 83	53.7	Valley Junction	15.2	35	D	De	12.52 P M	
	11.02		DD 62	61.4	Glover	7.5	40			1.30	
De	10.30 P M	WCT	DD 69	68.9	Oakes	0.0	40	D	Ar	2.10 P M	
		EX. SUNDAY								EX. SUNDAY	

W—Water. C—Coal. S—Scales. T—Table. Y—Wye. D—Day and N—Night and Day Telegraph Office.

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

Conductors will register at Jamestown, La Moure, Valley Junction and Oakes and must not pass any registering station, which has telegraph service, without an order or clearance.

The switches at Valley Junction and La Moure will be set for the Fargo & Southwestern R. R. All car doors must be kept closed while in trains.

T. C. COMSTOCK, Trainmaster,  
Jamestown.

C. J. WILSON, Superintendent,  
Jamestown.

**SANBORN, COOPERSTOWN AND TURTLE MOUNTAIN R. R.**

Central or 90th Meridian Time.

West Bound.

East Bound.

		ACCOMMODATION No. 117		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Card No. 27 Oct. 4th, 1893 Succeeding No. 26			Capacity of Side Tracks	Telegraph Offices	ACCOMMODATION No. 118	
		Second Class					STATIONS					Second Class	
		EX. SUNDAY								EX. SUNDAY			
De	1.00 P M	Y		385	0.0	Sanborn	36.5	128	N	Ar	9.55 A M		
				DC 6	5.8	Lowry	30.7	Spur					
	1.35			DC 9	9.1	Odell	27.4	24			9.10		
	1.52			DC 12	12.1	Booth	24.4	Spur			8.55		
	2.28			DC 18	17.8	Dazey	18.7	32	D		8.35		
	3.12	W	DC 28	26.5	Hannaford	10.0	10				7.50		
Ar	4.00 P M	CY	DC 36	36.5	Cooperstown	0.0	123	D	De	7.00 A M			
		EX. SUNDAY								EX. SUNDAY			

W—Water. C—Coal. Y—Wye. D—Day and N—Night and Day Telegraph Office.

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

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

S. C. & T. M. trains will protect themselves against Main Line trains between Sanborn Passenger Depot and S. C. & T. M. Junction.

All trains and light engines will come to a full stop before crossing Soo Line Track one mile west of Odell.

All car doors must be kept closed while in trains.

T. C. COMSTOCK, Trainmaster,  
Jamestown.

C. J. WILSON, Superintendent,  
Jamestown.

**JAMESTOWN AND NORTHERN RAILROAD.**

**West Bound.**

Central or 90th Meridian Time.

**East Bound.**

MIXED No. 131				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Card No. 27 Oct. 4th, 1893 Succeeding No. 26			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 138				
Second Class							STATIONS						Second Class				
EX. SUNDAY													EX. SUNDAY				
De	7.30 A M	WC	ST	409	0.0	Jamestown	6.4	108.7	200	N	Ar	5.50 P M					
	7.57			DE 7	6.4	Parkhurst	7.0	102.3	61			5.15					
	8.25			DE 14	13.4	Buchanan	7.8	95.3	31			4.33					
	8.57			DE 21	21.2	Pingree	6.6	87.5	64			3.45					
	9.25	W		DE 28	27.8	Edmunds	6.7	80.9	21			3.05					
	9.50			DE 35	34.5	Melville	9.0	74.2	45	D		2.25					
Ar	10.30 AM	YC		DE 44	43.5	Carrington	3.5	65.2	236	D	De	1.30 PM					
De	1.40 PM			DE 48	48.0	Guptill	4.9	61.7	Spur		Ar	12.30 PM					
	2.20			DE 51	51.9	Barlow	7.7	56.8	24			11.47 A M					
	2.55	W		DE 60	59.6	New Rockford	11.1	49.1	50	D		11.10					
	3.43			DE 71	70.7	Sheyenne	8.7	38.0	24			10.15					
	4.20	W		DE 79	79.4	Oberon	3.9	29.3	24	D		9.32					
	4.40			DE 83	83.3	Lallie	6.9	25.4	24			9.10					
	5.10	Y		DE 90	90.2	Minnewaukan	8.5	18.5	60	D		8.40					
	5.48			DE 99	98.7	Brinsmade	9.7	10.0	40			8.05					
Ar	6.30 P M	WC	CT	DE 108	108.4	Leeds	0.3	0.3	40	D	De	7.30 A M					
	EX. SUNDAY			DE 109	108.7	End of Track		0.0				EX. SUNDAY					

  

MIXED 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	MIXED No. 148				
Second Class							STATIONS						Second Class				
EX. SUNDAY													EX. SUNDAY				
De	10.40 A M	Y		DE 44	0.0	Carrington	6.7	13.0	236	D	Ar	1.15 P M					
	11.05			DF 7	6.7	Ross	5.9	6.3	10			12.45					
Ar	11.35 A M	WY		DF 13	12.6	Sykeston	0.4	0.4	80	D	De	12.15 P M					
	EX. SUNDAY				13.0	End of Track		0.0				EX. SUNDAY					

M—Meet. †—Meals. D—Day and N—Night and Day Telegraph Office. W—Water. C—Coal. S—Scales. T—Tables. Y—Wye. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

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

Conductors will register at Jamestown, Carrington, Sykeston and Leeds, and must not pass any registering station, which has telegraph service, without an order or clearance.  
 Jamestown and Northern trains will protect themselves against Main Line trains between J. & N. Junction and the Passenger Depot at Jamestown.  
 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.

Sykeston Branch trains will protect themselves against J. & N. Main Line trains between "Wye" Switch and Carrington.  
 No. 141 has right of track to Sykeston.  
 All car doors must be kept closed while in trains.

T. C. COMSTOCK, Trainmaster,  
 Jamestown.

C. J. WILSON, Superintendent,  
 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. B. HERRICK, Lisbon (S).  
 DR. G. G. SAXE, Edgeley.  
 DR. S. MITCHELL, Mapleton.  
 DR. H. J. ROWE, Casselton (S).  
 DR. J. W. SIFTON, Valley City (S).

DR. N. A. BERGSTROM, Cooperstown.  
 DR. J. A. RANKIN, Jamestown (S).  
 DR. H. P. BOARDMAN, Oakes (S).  
 DR. C. McLACHLAN, New Rockford.  
 DR. J. O. BROWN, Minnewaukan (S).  
 DR. F. R. SMYTHE, Bismarck (S).  
 DR. E. W. READ, 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.

**Railroad 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 Railroad 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.