

NORTHERN PACIFIC RAILROAD.

DAKOTA DIVISION

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

FARGO & SOUTHWESTERN RAILROAD COMPANY,
NORTHERN PACIFIC, LA MOURE & MISSOURI RIVER RAILROAD COMPANY,
JAMES RIVER VALLEY RAILROAD COMPANY,
SANBORN, COOPERSTOWN & TURTLE MOUNTAIN RAILROAD COMPANY,
JAMESTOWN & NORTHERN RAILROAD COMPANY.

(HENRY STANTON AND ALEXANDER MACKENZIE, RECEIVERS.)

No. 28 A

TIME SCHEDULE

No. 28 A

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

THURSDAY, MARCH 1st, 1894.

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 No. 59 | | FREIGHT No. 55 | | EXPRESS FR'T No. 53 | | Water, Coal Scales, Tables and Wyes | Station Numbers | Time Card No. 28A March 1st, 1894 Succeeding No. 28 | | Distance from Fargo | Pole No. | PACIFIC MAIL No. 1 | |
|---------------------------|---------------|----------------------|-----------|------------------------|-----------|---|--------------------|---|--|------------------------|----------|-----------------------|----------|
| Third Class EX. SUNDAY | | Third Class DAILY | | Second Class DAILY | | | | STATIONS | | | | First Class DAILY | |
| De | 7.10 A M | De | 4.00 P M | De | 3.00 P M | WC STY | 316 | Fargo 5.3 | | 0.0 | 1 | De | 1.10 A M |
| | 7.30 | | 4.22 | | 3.20 | W | 320 | Haggart 3.0 | | 5.3 | 161 | * | 1.23 |
| | 7.41 | | 4.33 | | 3.30 | | 324 | Canfield 4.2 | | 8.3 | 255 | * | 1.28 |
| | 7.58 | | 4.50 M 60 | | 3.44 | W | 328 | Mapleton 2.4 | | 12.5 | 384 | F | 1.35 |
| | 8.07 | | 5.03 | | 3.52 | | 331 | Greene 3.0 | | 14.9 | 460 | * | 1.39 |
| | 8.20 | | 5.14 | | 4.03 | | 334 | Dalrymple 2.2 | | 17.9 | 550 | * | 1.45 |
| Ar | 8.30 | | 5.25 | | 4.10 M 60 | Y | 336 | Casselton 3.8 | | 20.1 | 617 | | 1.50 |
| De | 9.00 | | 5.46 | | 4.24 | | 339 | Sydney 2.7 | | 23.9 | 731 | * | 1.59 |
| | 9.18 | | 6.03 | | 4.34 | W | 342 | Wheatland 3.8 | | 26.6 | 813 | F | 2.06 |
| | 9.32 | | 6.25 | | 4.47 | W | 346 | Magnolia 5.8 | | 30.4 | 926 | * | 2.15 |
| | 10.18 | | 7.00 | | 5.08 | | 352 | Buffalo 5.9 | | 36.2 | 1102 | | 2.29 |
| | 10.45 | Ar | 7.36 | | 5.30 | W | 358 | Tower City 5.5 | | 42.1 | 1279 | | 2.40 |
| | 11.12 | De | 7.41 M 2 | | 5.50 | W | 363 | Oriska 4.7 | | 47.6 | 1447 | F | 2.51 |
| | 11.35 | | 8.05 | | 6.15 | | 368 | Alta 5.6 | | 52.3 | 1586 | * | 3.04 |
| Ar | 11.35 | | 8.30 | | 6.50 | WC | 374 | Valley City 4.9 | | 57.9 | 1758 | | 3.20 |
| De | 11.40 AM M 54 | | 9.00 | De | 7.00 M 2 | | 379 | Berea 2.8 | | 62.8 | 1908 | * | 3.35 |
| Ar | 12.05 PM M 60 | | 9.30 | | 7.20 | | 381 | Hobart 3.5 | | 65.6 | 1993 | * | 3.40 |
| De | 12.40 | | 9.44 | | 7.28 | | 385 | Sanborn 3.7 | | 69.1 | 2097 | | 3.47 |
| | 1.10 | | 10.00 | | 7.37 | Y | 389 | Eckelson 5.3 | | 72.8 | 2218 | F | 3.59 |
| | 1.23 | | 10.23 | | 7.50 | W | 394 | Urbana 4.0 | | 78.1 | 2375 | * | 4.10 |
| | 1.45 | | 10.50 | | 8.07 | | 398 | Spiritwood 6.0 | | 82.1 | 2495 | F | 4.18 |
| | 2.12 | | 11.10 | | 8.20 | | 403 | Bloom 4.7 | | 88.1 | 2676 | * | 4.30 |
| | 2.41 | | 11.40 P M | | 8.38 | | 409 | Jamestown | | 92.8 | 2823 | Ar | 4.40 A M |
| | 3.03 | | 12.05 A M | Ar | 8.55 P M | WC ST | | | | | | | |
| | 3.35 | | | | | | | | | | | | |
| | 4.00 P M | | | | | | | | | | | | |
| | EX. SUNDAY | | DAILY | | DAILY | | | | | | | | DAILY |

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.

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

**T. C. COMSTOCK, Trainmaster,
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 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.

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.

| ATLANTIC MAIL No. 2 | | Distance from Jamestown | Time Card No. 28A March 1st, 1894 Succeeding No. 28 | | Capacity of Side Trucks | Telegraph Offices | EXPRESS FR'T No. 54 | | WAY FREIGHT No. 60 | |
|------------------------|-----------|----------------------------|---|-----|----------------------------|----------------------|------------------------|------------------|---------------------------|-----------------------------------|
| First Class DAILY | | | STATIONS | | | | Second Class DAILY | | Third Class EX. SUNDAY | |
| Ar | 9.20 P M | 92.8 | Fargo | 5.3 | 500 | N | Ar | 3.15 P M | Ar | 6.10 P M |
| F | 9.03 | 87.5 | Haggart | 3.0 | 90 | | | 2.45 M 53 D T | | 5.39 |
| * | 8.56 | 84.5 | Canfield | 4.2 | 50 | | | 2.33 | | 5.20 |
| | 8.47 | 80.3 | Mapleton | 2.4 | 88 | D | | 2.16 | | 4.50 M 55 |
| * | 8.42 | 77.9 | Greene | 3.0 | 80 | | | 2.07 | | 4.37 |
| * | 8.37 | 74.9 | Dalrymple | 2.2 | 66 | | | 1.55 | | 4.22 |
| | 8.33 | 72.7 | Casselton | 3.8 | 158 | N | | 1.47 | | De 4.10 M 53 Ar 4.05 |
| * | 8.22 | 68.9 | Sydney | 2.7 | 33 | | | 1.32 | | 3.30 |
| | 8.16 | 66.2 | Wheatland | 3.8 | 86 | D | | 1.22 | | 3.05 |
| * | 8.07 | 62.4 | Magnolia | 5.8 | 44 | | | 1.07 | | 2.46 |
| | 7.54 | 56.6 | Buffalo | 5.9 | 97 | N | | 12.43 | | 2.18 |
| | 7.41 M 55 | 50.7 | Tower City | 5.5 | 130 | D | | 12.20 P M | | 1.50 |
| F | 7.29 | 45.2 | Oriska | 4.7 | 92 | D | | 11.59 A M | | 1.22 |
| * | 7.19 | 40.5 | Alta | 5.6 | 45 | | | 11.40 M 59 | | 12.59 |
| | 7.00 M 53 | 34.9 | Valley City | 4.9 | 160 | N | | 11.10 | | De 12.30 P M Ar 11.55 A M M 59 |
| * | 6.44 | 30.0 | Berea | 2.8 | 44 | | | 10.45 | | 11.35 |
| * | 6.39 | 27.2 | Hobart | 3.5 | 30 | | | 10.35 | | 11.23 |
| | 6.32 | 23.7 | Sanborn | 3.7 | 128 | N | | 10.22 | | 11.10 |
| F | 6.22 | 20.0 | Eckelson | 5.3 | 40 | D | | 10.05 | | 10.45 |
| * | 6.10 | 14.7 | Urbana | 4.0 | 42 | | | 9.44 | | 10.20 |
| F | 6.02 | 10.7 | Spiritwood | 6.0 | 78 | D | | 9.28 | | 10.03 |
| F | 5.50 | 4.7 | Bloom | 4.7 | 44 | | | 9.04 | | 9.35 |
| De | 5.40 P M | 0.0 | Jamestown | | 200 | N | De | 8.45 A M | De | 9.15 A M |
| DAILY | | | | | | | DAILY | | | EX. SUNDAY |

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

D T—Double Track.

Trains 59 and 60 will come to a full stop at Fargo shops.
Passengers with tickets will be allowed to ride on the rear section of Nos. 54, 55 and way-freights;
no other freights are allowed to carry passengers.

All car doors must be kept closed while in trains.

C. J. WILSON, Superintendent,
Jamestown.

DAKOTA DIVISION—Second District.

Central or 90th Meridian Time.

West Bound.

| WAY FREIGHT No. 61 | | FREIGHT No. 55 | | EXPRESS FR'T No. 53 | | Water, Coal, Seals, Tables and Wyes | Station Numbers | Time Card No. 28A March 1st, 1894 Succeeding No. 28 | Distance from Jamestown | Pole No. | PACIFIC MAIL No. 1 | |
|-----------------------|------------------|-------------------|-------------|------------------------|-----------|---|--------------------|---|----------------------------|----------|-----------------------|-------------|
| Third Class | | Third Class | | Second Class | | | | | | | First Class | |
| TUE. THUR. & SAT. | | DAILY | | DAILY | | STATIONS | | | | DAILY | | |
| De | 7.45 A M M 54 | De | 1.00 A M | De | 9.15 P M | WC | 409 | Jamestown | 0.0 | 2823 | De | 4.45 A M |
| | 8.17 | | 1.31 | | 9.48 | | 416 | Eldridge | 7.0 | 3047 | F | 5.04 |
| | 9.00 | | 2.15 | | 10.30 | W | 425 | Windsor | 16.2 | 3327 | F | 5.29 |
| | 9.15 | | 2.29 | | 10.44 | | 429 | Cleveland | 20.1 | 3441 | * | 5.36 |
| | 9.46 | | 2.58 | | 11.12 | W | 438 | Medina | 28.6 | 3705 | F | 5.51 M 54 |
| | 10.15 | | 3.27 | | 11.40 P M | W | 446 | Crystal Springs | 36.8 | 3949 | F | 6.07 |
| | 10.44 | | 4.00 | | 12.08 A M | | 454 | Tappen | 44.8 | 4188 | F | 6.23 |
| | 11 05 | Ar | 4.22 | | 12.28 | WC | 459 | Dawson | 50.3 | 4355 | | 6.35 |
| | 11.59 A M | De | 4.27 M 54 | | 12.55 | | 467 | Steele | 58.2 | 4594 | | 6.51 |
| | 12.45 P M | | 5.25 | | 1.20 | | 474 | Geneva | 64.7 | 4794 | F | 7.05 |
| | 1.00 | | 5.43 | | 1.37 | W 3/4 miles west | 478 | Driscoll | 69.2 | 4924 | F | 7.14 |
| | 1.30 | | 6.12 | | 2.05 | W | 486 | Sterling | 76.7 | 5151 | | 7.30 |
| | 1.53 | | 6.37 | | 2.30 M 54 | | 492 | McKenzie | 82.9 | 5340 | F | 7.43 |
| Ar | 2.12 | | 6.58 | | 2.50 | | 497 | Burleigh | 88.1 | 5469 | F | 7.53 |
| De | 2.17 M 2 | | 7.19 | | 3.08 | | 506 | Apple Creek | 93.4 | 5767 | F | 8.03 |
| | 2.40 | | 7.50 | | 3.35 | | 510 | Bismarck | 100.9 | 5888 | | 8.20 |
| Ar | 3.10 | | 8.30 M M 62 | Ar | 4.00 A M | W S T W C S T | 515 | Mandan | 106.7 | 6054 | Ar | 8.35 M M 62 |
| De | 4.15 | | See 1 | | | | | | | | | |
| Ar | 4.45 P M | | | | | | | | | | | |
| TUE. THUR. & SAT. | | 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.**

DAKOTA DIVISION—Second District.

Central or 90th Meridian Time.

East Bound.

| | | ATLANTIC MAIL No. 2 | | Distance from Mandan | Time Card No. 28A March 1st, 1894 Succeeding No. 28 | | Capacity of Side Tracks | Telegraph Offices | EXPRESS FR'T No. 54 | | WAY FREIGHT No. 62 | |
|----|-----------|------------------------|------------------------|-------------------------|---|----|----------------------------|----------------------|------------------------|----|---------------------------------|--|
| | | First Class DAILY | | | STATIONS | | | | Second Class DAILY | | Third Class MON. WED. & FRI. | |
| Ar | 5.35 P M | 106.7 | Jamestown 7.0 | 200 | N | Ar | 7.45 A M M 61 | | | Ar | 5.55 P M | |
| F | 5.19 P 62 | 99.7 | Eldridge 9.2 | 88 | | | 7.18 | | | De | 5.19 2 P | |
| | 5.00 | 90.5 | Windsor 3.9 | 96 | D | | 6.42 | | | Ar | 5.14 | |
| * | 4.52 | 86.6 | Cleveland 8.5 | 56 | | | 6.25 | | | | 4.30 | |
| F | 4.35 | 78.1 | Medina 8.2 | 90 | D | De | 5.51 M 1 | | | | 4.12 | |
| F | 4.16 | 69.9 | Crystal Springs 8.0 | 51 | D | Ar | 5.46 | | | | 3.35 | |
| F | 3.58 | 61.9 | Tappen 5.5 | 69 | | | 5.13 | | | | 3.05 | |
| | 3.46 | 56.4 | Dawson 7.9 | 104 | N | | 4.46 | | | | 2.35 | |
| | 3.27 | 48.5 | Steele 6.5 | 124 | D | | 4.27 M 55 | | | | 2.15 | |
| F | 3.12 | 42.0 | Geneva 4.5 | 39 | | | 3.58 | | | | 1.25 | |
| F | 3.02 | 37.5 | Driscoll 7.5 | 26 | | | 3.35 | | | | 12.45 | |
| | 2.45 | 30.0 | Sterling 6.2 | 45 | N | | 3.19 | | | | 12.26 P M | |
| F | 2.28 | 23.8 | McKenzie 5.2 | 45 | | | 2.53 | | | | 11.57 A M | |
| F | 2.17 M 61 | 18.6 | Burleigh 5.3 | 63 | D | | 2.30 M 53 | | | | 11.32 | |
| F | 2.06 | 13.3 | Apple Creek 7.5 | 41 | | | 2.08 | | | | 11.10 | |
| | 1.50 | 5.8 | Bismarck 5.8 | 500 | D | | 1.46 | | | | 10.50 | |
| De | 1.35 P M | 0.0 | Mandan | 450 | N | De | 1.15 | | | De | 10.20 | |
| | | | | | | | 12.45 A M | | | Ar | 9.20 | |
| | | | | | | | | | | De | 8.45 AM M1 & 55 | |
| | | | | | | | | | | | MON. WED. & FRI. | |

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; no other freights are allowed to carry passengers.

All car doors must be kept closed while in trains.

**C. J. WILSON, Superintendent,
Jamestown.**

FARGO & SOUTHWESTERN R. R. COMPANY.
NORTHERN PACIFIC, LA MOURE AND MISSOURI RIVER RAILROAD COMPANY.

(HENRY STANTON AND ALEXANDER MACKENZIE, Receivers.)

West Bound.

Central or 90th Meridian Time.

East Bound.

| (J. R. V.) MIXED No. 121 | | MIXED No. 107 | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Fargo | Time Card No. 28A March 1st, 1894 Succeeding No. 28 | | | Distance from End of Track | Capacity of Side Tracks | Telegraph Offices | MIXED No. 108 | | (J. R. V.) MIXED No. 122 | |
|--------------------------|----------------------|-------------------------|-------|--------------------------------------|-----------------|---------------------|---|-----|---|----------------------------|-------------------------|-------------------|-------------------------|----|----------------------------|-----------|
| Second Class EX. SUNDAY | | Second Class EX. SUNDAY | | | | | STATIONS | | | | | | Second Class EX. SUNDAY | | Second Class EX. SUNDAY | |
| De | 7.00 A M | WCS | 316 | TY | 0.0 | Fargo | 109.9 | 500 | N | Ar | 3.20 P M | | | | | |
| F | 7.15 | DA | 4 | | 4.2 | Cotters | 105.7 | 36 | | F | 3.00 | | | | | |
| | 7.37 | W | DA 11 | | 10.7 | Horace | 99.2 | 40 | | | 2.35 | | | | | |
| | 7.56 | | DA 16 | | 16.2 | Warren | 93.7 | 31 | | | 2.11 | | | | | |
| | 8.06 | | DA 19 | | 19.4 | Davenport | 90.5 | 39 | D | | 1.59 | | | | | |
| F | 8.25 | | DA 25 | | 25.3 | Woods | 84.6 | 24 | | F | 1.34 | | | | | |
| | 8.39 | W | DA 26 | | 29.2 | Leonard | 80.7 | 37 | D | | 1.17 | | | | | |
| F | 8.59 | | DA 34 | | 35.5 | Coburn | 74.4 | 39 | | F | 12.51 | | | | | |
| | 9.20 | | DA 42 | | 41.7 | Sheldon | 68.2 | 120 | D | De | 12.25 P M | | | | | |
| | 10.00 | | DA 50 | | 50.7 | Buttville | 59.2 | 33 | | Ar † | 11.45 A M | | | | | |
| | 10.25 M 108 | WC | DA 56 | | 56.4 | Lisbon | 53.5 | 79 | D | De | 10.50 M 107 | | | | | |
| | 10.49 | T | DA 63 | | 64.0 | Elliott | 45.9 | 30 | | Ar | 9.55 | | | | | |
| | 11.05 | | DA 69 | | 68.9 | Englevale | 41.0 | 37 | D | | 9.07 | | | | | |
| | 11.38 A M | W | DA 77 | 4 Miles West | 76.8 | Verona | 33.1 | 38 | | | 8.36 | | | | | |
| De | 11.25 P M | Y | DA 83 | | 83.0 | Valley Junction | 26.9 | 40 | D | | 8.12 | | | | Ar | 12.55 P M |
| Ar | 11.55 P M EX. SUNDAY | WC | DA 88 | | 88.2 | La Moure | 21.7 | 134 | D | | 7.52 | | | De | 12.25 P M M 107 EX. SUNDAY | |
| | See Page 6 | F | DB 10 | | 98.2 | Berlin | 11.7 | 37 | | F | 7.13 | | | | | |
| | | F | DB 16 | | 104.3 | Medberry | 5.6 | 37 | | F | 6.50 | | | | | |
| | | Ar | DB 21 | | 109.6 | Edgeley | 0.3 | 60 | D | De | 6.30 A M | | | | | |
| | | | DB 22 | | 109.9 | End of Track | 0.0 | | | | 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.

T. C. COMSTOCK, Trainmaster,
Jamestown.

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.

All car doors must be kept closed while in trains.

C. J. WILSON, Superintendent,
Jamestown.

FARGO & SOUTHWESTERN R. R. COMPANY.
NORTHERN PACIFIC, LA MOURE AND MISSOURI RIVER RAILROAD COMPANY.

(HENRY STANTON AND ALEXANDER MACKENZIE, Receivers.)

IN EFFECT 12:01 A. M., MARCH 26th, 1894.

West Bound.

Central or 90th Meridian Time.

East Bound.

| (J. R. V.) MIXED No. 121 | | MIXED No. 107 | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Fargo | Time Card No. 28B March 26, 1894 Succeeding No. 28A | | | Distance from End of Track | Capacity of Side Tracks | Telegraph Offices | MIXED No. 108 | | (J. R. V.) MIXED No. 122 | | |
|--------------------------|------------------|-------------------------|--------------|--------------------------------------|-----------------|---------------------|---|----------|--------------|----------------------------|-------------------------|-------------------|-------------------------|-----------|--------------------------|------------------|------------|
| Second Class EX. SUNDAY | | Second Class EX. SUNDAY | | | | | STATIONS | | | | | | Second Class EX. SUNDAY | | Second Class EX. SUNDAY | | |
| De | 7.15 A M | WC | TY | 316 | 0.0 | Fargo | 4.2 | 109.9 | 500 | N | Ar | 7.15 P M | | | | | |
| F | 7.35 | DA | 4 | 4.2 | | Cotters | 6.5 | 105.7 | 36 | | F | 6.50 | | | | | |
| | 7.55 | W | DA 11 | 10.7 | | Horace | 5.5 | 99.2 | 40 | | | 6.23 | | | | | |
| | 8.12 | | DA 16 | 16.2 | | Warren | 3.2 | 93.7 | 31 | | | 6.00 | | | | | |
| | 8.22 | | DA 19 | 19.4 | | Davenport | 5.9 | 90.5 | 39 | D | | 5.47 | | | | | |
| F | 8.40 | | DA 25 | 25.3 | | Woods | 3.9 | 84.6 | 24 | | F | 5.24 | | | | | |
| | 8.52 | W | DA 26 | 29.2 | | Leonard | 6.3 | 80.7 | 37 | D | | 5.08 | | | | | |
| F | 9.11 | | DA 34 | 35.5 | | Coburn | 6.2 | 74.4 | 39 | | F | 4.45 | | | | | |
| | 9.30 | | DA 42 | 41.7 | | Sheldon | 9.0 | 68.2 | 120 | D | | 4.20 | | | | | |
| | 10.05 | | DA 50 | 50.7 | | Buttzeville | 5.7 | 59.2 | 33 | | | 3.44 | | | | | |
| | 10.30 | | WC | DA 56 | 56.4 | Lisbon | 7.6 | 53.5 | 79 | D | De | 3.20 | | | | | |
| | 11.04 | | T | DA 63 | 64.0 | Elliott | 4.9 | 45.9 | 30 | | Ar | 3.00 | | | | | |
| | 11.25 | | | DA 69 | 68.9 | Englevale | 7.9 | 41.0 | 37 | D | | 2.09 | | | | | |
| | 11.59 A M | | W | DA 77 | 76.8 | Verona | 6.2 | 33.1 | 38 | | | 1.37 | | | | | |
| | | | 4 Miles West | | | | | | | | | | | | | See Reverse side | |
| De | 11.25 P M | | Y | DA 83 | 83.0 | Valley Junction | 5.2 | 26.9 | 40 | D | | 1.12 | | | Ar | 1.27 P M | |
| Ar | 11.55 P M | | WC | DA 88 | 88.2 | La Moure | 10.0 | 21.7 | 134 | D | De | 12.50 M 107 | | | De | 1.05 P M 107 | |
| | EX. SUNDAY | | Y | | | | | | | | Ar | † 12.30 P M | | | | See 108 | |
| | See Reverse side | | | F | 1.54 | DB 10 | 98.2 | Berlin | 6.1 | 11.7 | 37 | F | 11.55 A M | | | | EX. SUNDAY |
| | | | | F | 2.16 | DB 16 | 104.3 | Medberry | 5.3 | 5.6 | 37 | F | 11.33 | | | | |
| | | | | Ar | 2.35 P M | WC | DB 21 | 109.6 | Edgeley | 0.3 | 60 | D | De | 11.15 A M | | | |
| | | | | | | T | DB 22 | 109.9 | End of Track | 0.0 | | | | | | | |
| | | | | | | | | | | | | | | | | | |

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.

T. C. COMSTOCK, Trainmaster,
Jamestown.

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.

All car doors must be kept closed while in trains.

C. J. WILSON, Superintendent,
Jamestown.

JAMES RIVER VALLEY R. R. COMPANY.

(HENRY STANTON AND ALEXANDER MACKENZIE, Receivers.)

No. 28B.

No. 28B.

IN EFFECT 12:01 A. M., MARCH 26, 1894.

West Bound.

Central or 90th Meridian Time.

East Bound.

| MIXED No. 121 | | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Jamestown | Time Card No 28 B March 26, 1894 Succeeding No. 28A | | | | Distance from Oakes | Capacity of Side Tracks | Telegraph Offices | MIXED No. 122 | | |
|----------------------------|-------|-----|--------------------------------------|-----------------|-------------------------|---|------|-----|---|----------------------------|-------------------------|-------------------|----------------------------|--|--|
| Second Class EX. MONDAY | | | | | | STATIONS | | | | | | | Second Class EX. SUNDAY | | |
| Ar | 3.15 | A M | WC TS | 409 | 0.0 | Jamestown | 68.9 | 200 | N | De | 9.00 | A M | | | |
| | 2.25 | | | DD 13 | 12.9 | Ypsilanti | 56.0 | 75 | | | 9.51 | | | | |
| | 2.00 | | W | DD 19 | 19.0 | Montpelier | 49.9 | 35 | | | 10.15 | | | | |
| | 1.32 | | | DD 26 | 26.4 | Adrian | 42.5 | 25 | | | 10.45 | | | | |
| | 1.05 | | W | DD 33 | 32.6 | Dickey | 36.3 | 50 | D | | 11.15 | | | | |
| | 12.27 | A M | | DD 41 | 41.2 | Grand Rapids | 27.7 | 75 | D | | 11.59 | A M | | | |
| De | 11.55 | P M | WC CY | DA 88 | 48.5 | La Moure | 20.4 | 124 | D | Ar † | 12.35 | P M | | | |
| SEE CURRENT CARD OF THE | | | W CY | DA 88 | | La Moure | 5.2 | | | FARGO & SOUTHWESTERN R. R. | | | | | |
| | | | Y | DA 83 | | Valley Junction | | | | | | | | | |
| Ar | 11.25 | P M | Y | DA 83 | 53.7 | Valley Junction | 15.2 | 35 | D | De | 1.27 | P M | | | |
| | 10.56 | | | DD 62 | 61.4 | Glover | 7.5 | 40 | | | 2.00 | | | | |
| De | 10.30 | P M | W CT | DD 69 | 68.9 | Oakes | 0.0 | 40 | D | Ar | 2.30 | 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.

JAMES RIVER VALLEY R. R. COMPANY.
(HENRY STANTON AND ALEXANDER MACKENZIE, Receivers.)
Central or 90th Meridian Time.

West Bound.

East Bound.

| | | | | MIXED No. 121 | | | Time Card No 28 A March 1st, 1894 Succeeding No. 28 | | | | MIXED No. 122 | | | |
|----|-------|-----|--|---------------|--------------------------------------|-----------------|---|---------------------|-------------------------|-------------------|---------------|------|-------|-----|
| | | | | Second Class | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Jamestown | STATIONS | | | Second Class | | | |
| | | | | EX. SUNDAY | | | | Distance from Oakes | Capacity of Side Tracks | Telegraph Offices | EX. SUNDAY | | | |
| Ar | 3.15 | A M | | WC TS | 409 | 0.0 | Jamestown | 12.9 | 68.9 | 200 | N | De | 8.15 | A M |
| | 2.25 | | | | DD 13 | 12.9 | Ypsilanti | 6.1 | 56.0 | 75 | | | 9.05 | |
| | 2.00 | | | W | DD 19 | 19.0 | Montpelier | 7.4 | 49.9 | 35 | | | 9.30 | |
| | 1.32 | | | | DD 26 | 26.4 | Adrian | 6.2 | 42.5 | 25 | | | 10.00 | |
| | 1.05 | | | W | DD 33 | 32.6 | Dickey | 8.6 | 36.3 | 50 | D | | 10.30 | |
| | 12.27 | A M | | | DD 41 | 41.2 | Grand Rapids | 7.3 | 27.7 | 75 | D | | 11.15 | |
| De | 11.55 | P M | | W CY | DA 88 | 48.5 | La Moure | | 20.4 | 124 | D | Ar † | 11.55 | A M |

SEE CURRENT CARD OF THE

W DA 88
CY DA 83
Y DA 83

La Moure 5.2
Valley Junction

FARGO & SOUTHWESTERN R. R.

| | | | | | | | | | | | | | | |
|----|-------|-----|--|------|-------|------|-----------------|-----|------|----|---|----|------------|-----|
| Ar | 11.25 | P M | | Y | DA 83 | 53.7 | Valley Junction | 7.7 | 15.2 | 35 | D | De | 12.55 | P M |
| | 10.56 | | | | DD 62 | 61.4 | Glover | 7.5 | 7.5 | 40 | | | 1.28 | |
| De | 10.30 | P M | | W CT | DD 69 | 68.9 | Oakes | | 0.0 | 40 | D | Ar | 2.00 | P M |
| | | | | | | | | | | | | | 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. COMPANY.
(HENRY STANTON AND ALEXANDER MACKENZIE, Receivers.)
Central or 90th Meridian Time.

West Bound.

East Bound.

| | | | | ACCOMMODATION No. 117 | | | Time Card No. 28 A March 1st, 1894 Succeeding No. 28 | | | | ACCOMMODATION No. 118 | | | |
|----|------|-----|--|-----------------------|--------------------------------------|-----------------|--|---------------------------|-------------------------|-------------------|-----------------------|----|------------|-----|
| | | | | Second Class | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Sanborn | STATIONS | | | Second Class | | | |
| | | | | EX. SUNDAY | | | | Distance from Cooperstown | Capacity of Side Tracks | Telegraph Offices | EX. SUNDAY | | | |
| De | 2.00 | P M | | Y | 385 | 0.0 | Sanborn | 5.8 | 36.5 | 128 | N | Ar | 10.50 | A M |
| | 2.40 | | | | DC 6 | 5.8 | Lowry | 3.3 | 30.7 | Spur | | | 10.06 | |
| | 3.00 | | | | DC 9 | 9.1 | Odell | 3.0 | 27.4 | 24 | D | | 9.50 | |
| | 3.24 | | | | DC 12 | 12.1 | Booth | 5.7 | 24.4 | Spur | | | 9.25 | |
| | 4.04 | | | W | DC 18 | 17.8 | Dazey | 8.7 | 18.7 | 32 | D | | 8.45 | |
| | 4.04 | | | | DC 28 | 26.5 | Hannaford | 10.0 | 10.0 | 10 | | | 8.45 | |
| Ar | 4.50 | P M | | CY | DC 36 | 36.5 | Cooperstown | | 0.0 | 123 | D | De | 8.00 | A M |
| | | | | | | | | | | | | | 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.
T. C. COMSTOCK, Trainmaster, Jamestown.

All car doors must be kept closed while in trains.

C. J. WILSON, Superintendent, Jamestown.

JAMESTOWN AND NORTHERN RAILROAD COMPANY.

(HENRY STANTON AND ALEXANDER MACKENZIE, Receivers.)

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. 28A Mar. 1st, 1894 Succeeding No. 28 | | | Distance from End of Track | Capacity of Side Tracks | Telegraph Offices | MIXED No. 138 | |
|-----------------------------------|-------|-----|--|--------------------------------------|-----------------|--------------------------|--|-------|------|----------------------------|-------------------------|-------------------|-----------------------------------|--|
| Second Class MON., WED. & FRI. | | | | | | | STATIONS | | | | | | Second Class TUE. THUR. & SAT. | |
| De | 8.00 | A M | | WC | 409 | 0.0 | Jamestown 6.4 | 108.7 | 200 | N | Ar | 3.30 | P M | |
| | 8.30 | | | | DE 7 | 6.4 | Parkhurst 7.0 | 102.3 | 61 | | | 3.00 | | |
| | 8.57 | | | | DE 14 | 13.4 | Buchanan 7.8 | 95.3 | 31 | | | 2.30 | | |
| | 9.28 | | | | DE 21 | 21.2 | Pingree 6.6 | 87.5 | 64 | | | 2.00 | | |
| | 9.53 | | | W | DE 28 | 27.8 | Edmunds 6.7 | 80.9 | 21 | | | 1.31 | | |
| | 10.20 | | | | DE 35 | 34.5 | Melville 9.0 | 74.2 | 45 | D | | 1.06 | | |
| Ar | 11.00 | A M | | Y C | DE 44 | 43.5 | Carrington 3.5 | 65.2 | 236 | D | De | 12.25 | P M | |
| De | 1.20 | P M | | | DE 48 | 48.0 | Guptill 4.9 | 61.7 | Spur | | Ar | 11.55 | A M | |
| | 1.52 | | | | DE 51 | 51.9 | Barlow 7.7 | 56.8 | 24 | | | 11.17 | | |
| | 2.30 | | | W | DE 60 | 59.6 | New Rockford 11.1 | 49.1 | 50 | D | | 10.45 | | |
| | 3.15 | | | | DE 71 | 70.7 | Sheyenne 8.7 | 38.0 | 24 | | | 10.00 | | |
| | 3.55 | | | W | DE 79 | 79.4 | Oberon 3.9 | 29.3 | 24 | D | | 9.25 | | |
| | 4.12 | | | | DE 83 | 83.3 | Lallie 6.9 | 25.4 | 24 | | | 9.09 | | |
| | 4.43 | | | Y | DE 90 | 90.2 | Minnewaukan 8.5 | 18.5 | 60 | D | | 8.40 | | |
| | 5.20 | | | | DE 99 | 98.7 | Brinsmade 9.7 | 10.0 | 40 | | | 8.00 | | |
| Ar | 6.00 | P M | | W | DE 108 | 108.4 | Leeds 0.3 | 0.3 | 40 | D | De | 7.30 | A M | |
| | | | | CT | DE 109 | 108.7 | End of Track | 0.0 | | | | | | |
| MON., WED. & FRI. | | | | | | | | | | | TUE. THUR. & SAT. | | | |
| 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 MON., WED. & FRI. | | | | | | | STATIONS | | | | | | Second Class MON., WED. & FRI. | |
| De | 11.00 | A M | | Y | DE 44 | 0.0 | Carrington 6.7 | 13.0 | 236 | D | Ar | 12.50 | P M | |
| | 11.25 | | | | DF 7 | 6.7 | Ross 5.9 | 6.3 | 10 | | | 12.20 | | |
| Ar | 11.50 | A M | | WY | DF 13 | 12.6 | Sykeston 0.4 | 0.4 | 80 | D | De | 12.05 | P M | |
| MON., WED. & FRI. | | | | | | 13.0 | End of Track | 0.0 | | | MON., WED. & FRI. | | | |

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.

T. C. COMSTOCK, Trainmaster,
Jamestown.

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.

C. J. WILSON, Superintendent,
Jamestown.

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

| | |
|--|-----------------------------------|
| DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd. | DR. N. A. BERGSTROM, Cooperstown. |
| DR. I. N. WEAR, Fargo (S). | DR. J. A. RANKIN, Jamestown (S). |
| DR. A. B. HERRICK, Lisbon (S). | DR. H. P. BOARDMAN, Oakes (S). |
| DR. G. G. SAXE, Edgeley. | DR. C. McLACHLAN, New Rockford. |
| DR. S. MITCHELL, Mapleton. | DR. J. O. BROWN, Minnewaukan (S). |
| DR. H. J. ROWE, Casselton (S). | DR. F. R. SMYTHE, Bismarck (S). |
| DR. J. W. SIFTON, Valley City (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.