

NORTHERN PACIFIC RAILROAD.

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

DAKOTA DIVISION

No. 29

TIME SCHEDULE

No. 29

TO TAKE EFFECT AT 12:01 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, DECEMBER 16th, 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. 29 December 16th, 1894 Succeeding No. 28 B.	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1
Third Class EX. SUNDAY	Third Class DAILY	Second Class DAILY	STATIONS			First Class DAILY			
De 7.30 A M	De 4.00 P M	De 3.00 P M	WC	316	Fargo	0.0	1	De 12.55 A M	
7.55	4.25	3.25	ST	320	Haggart	5.3	161	* 1.09	
8.05	4.35	3.37		324	Canfield	8.3	255	* 1.14	
8.20	4.50	3.53	W	328	Mapleton	12.5	384	F 1.22	
8.30	5.05 M 60	4.02		331	Greene	14.9	460	* 1.26	
8.45	5.22	4.12		334	Dalrymple	17.9	550	* 1.32	
8.55	5.35	4.21 M 60	Y	336	Casselton	20.1	617	1.36	
9.17	5.55	4.35		339	Sydney	23.9	731	* 1.43	
9.33	6.09	4.45	W	342	Wheatland	26.6	813	F 1.48	
9.55	6.30	5.00	W	346	Magnolia	30.4	926	* 1.55	
10.30	Ar 7.08 De 7.13 M 2	5.22		352	Buffalo	36.2	1102	2.08	
11.05	7.38	5.44	W	358	Tower City	42.1	1279	F 2.21	
Ar 11.40 A M De 11.45 M 54	8.00	6.05		363	Oriska	47.6	1447	F 2.32	
12.06 P M	8.28	Ar 6.33 De 6.38 M 2		368	Alta	52.3	1586	* 2.43	
Ar 12.30 M 60 De 1.15	9.00	7.08	WC	374	Valley City	57.9	1758	2.57	
1.37	9.30	7.33		379	Berea	62.8	1908	* 3.13	
1.48	9.44	7.42		381	Hobart	65.6	1993	* 3.18	
2.04	9.58	7.53	Y	385	Sanborn	69.1	2097	3.24	
2.20	10.15	8.04	W	389	Eckelson	72.8	2218	F 3.33	
2.43	10.40	8.20		394	Urbana	78.1	2375	* 3.43	
3.00	10.58	8.32		398	Spiritwood	82.1	2495	F 3.51	
3.25	11.25	8.50		403	Bloom	88.1	2676	* 4.02	
Ar 3.45 P M	Ar 11.45 P M	Ar 9.05 P M	WC S T	409	Jamestown	92.8	2823	Ar 4.15 A 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. 29 December 16th, 1894 Succeeding No. 28B		Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		WAY FREIGHT No. 60	
First Class DAILY			STATIONS				Second Class DAILY		Third Class EX. SUNDAY	
Ar	8.35 P M	92.8	Fargo	500	N	Ar	3.15 P M	Ar	6.30 P M	
F	8.19	87.5	Haggart	90		2.50	M 53 D T		6.00	
*	8.13	84.5	Canfield	50		2.35			5.43	
	8.03	80.3	Mapleton	88	D	2.17			5.20	
*	7.58	77.9	Greene	80		2.07			5.05 M 55	
*	7.52	74.9	Dalrymple	66		1.54			4.48	
	7.47	72.7	Casselton	158	N	1.45		De	4.35 M 53	
*	7.39	68.9	Sydney	33		1.28		Ar	4.05 M 53	
	7.33	66.2	Wheatland	86	D	1.16			3.40	
*	7.25	62.4	Magnolia	44		1.00			3.25	
	7.13 M 55	56.6	Buffalo	97	N	12.35			3.05	
	7.00	50.7	Tower City	130	D	12.09 P M			2.32	
F	6.48	45.2	Oriska	92	D	11.45	M M 59		1.58	
*	6.38 M 53	40.5	Alta	45		11.25			1.25	
	6.22	34.9	Valley City	160	N	11.00			1.00	
*	6.08	30.0	Berea	44		10.42			12.30 P M 59	
*	6.03	27.2	Hobart	30		10.33			11.50 A M	
*	5.56	23.7	Sanborn	128	N	10.22			11.37	
F	5.46	20.0	Eckelson	40	D	10.08			11.20	
*	5.35	14.7	Urbana	42		9.50			10.55	
F	5.27	10.7	Spiritwood	78	D	9.37			10.33	
F	5.15	4.7	Bloom	44		9.17			10.16	
De	5.05 P M	0.0	Jamestown	200	N	De	9.00 A M		9.50	
DAILY						DAILY		EX. SUNDAY		

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

D T—Double Track.

Special attention is called to Rules 128 and 131 which also govern trains at water tanks outside of switches.

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 No. 55 and way-freights; **no other freights** are allowed to carry passengers without permit.

Before passing any station freight engineers must obtain signal from rear of train.
Freight brakemen must be on top of train when approaching and passing all stations.
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, Scales, Tables and Wyes	Station Numbers	Time Card No. 29 December 16th, 1894 Succeeding No. 28B	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	7.00 A M	De	1.00 A M	De	9.25 P M	WC	409	Jamestown 7.0	0.0	2823	De	4.20 A M
Ar	7.30		1.28		9.56		416	Eldridge 9.2	7.0	3047	F	4.36
De	7.35 M 54		2.08		10.35	W	425	Windsor 3.9	16.2	3327	F	4.57
	8.13		2.24		10.48		429	Cleveland 8.5	20.1	3441	*	5.05
	8.30		3.00		11.17		438	Medina 8.2	28.6	3705	F	5.21
	9.05		3.34		11.45 P M	W	446	Crystal Springs 8.0	36.8	3949	F	5.37 M 54
	9.40		4.06		12.12 A M		454	Tappen 5.5	44.8	4188	F	5.53
	10.15	Ar	4.31		12.32	WC	459	Dawson 7.9	50.3	4355		6.10
	10.40	De	4.36 M 54		1.00		467	Steele 6.5	58.2	4594		6.26
	11.25 A M		5.38		1.22		474	Geneva 4.5	64.7	4794	*	6.38
	12.05 P M		5.58		1.37	W sig miles west	478	Driscoll 7.5	69.2	4924	F	6.47
	12.30		6.30		2.05		486	Sterling 6.2	76.7	5151	F	7.02
Ar	1.53		6.55		2.30 M 54		492	McKenzie 5.2	82.9	5340	F	7.15
De	1.58 M 2	Ar	7.20		2.50		497	Burleigh 5.3	88.1	5469	F	7.25 P 55
	2.20	De	7.25 1 P		3.08		506	Apple Creek 7.5	93.4	5767	F	7.36
	2.43		8.25		3.35	W	510	Bismarck 5.8	100.9	5888		7.50
Ar	3.15		8.55 A M M 62	Ar	4.00 A M	WC	515	Mandan	106.7	6054	Ar	8.05 A M
De	4.15					ST						
Ar	4.45 P M					ST						
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. 29 December 16th, 1894 Succeeding No. 28B		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	5.00 P M	106.7	Jamestown 7.0	200	N	Ar	8.00 A M	Ar	7.00 P M	
F	4.43	99.7	Eldridge 9.2	88			7.35 M 61		6.30	
	4.24	90.5	Windsor 3.9	96	D		6.58		5.50	
*	4.16	86.6	Cleveland 8.5	56			6.43		5.33	
F	3.58	78.1	Medina 8.2	90			6.10		4.58	
F	3.41	69.9	Crystal Springs 8.0	51	D	De	5.37 M 1		4.24	
F	3.24	61.9	Tappen 5.5	69		Ar	5.32		3.50	
	3.13 P 62	56.4	Dawson 7.9	104	N		4.36 M 55	De	3.13 2 P	
	2.50	48.5	Steele 6.5	124	D		4.05	Ar	3.08	
F	2.36	42.0	Geneva 4.5	39			3.40		2.23	
F	2.27	37.5	Driscoll 7.5	26			3.22		1.50	
	2.11	30.0	Sterling 6.2	45	N		2.55		1.28	
F	1.58 M 61	23.8	McKenzie 5.2	45			2.30 M 53		12.50	
F	1.48	18.6	Burleigh 5.3	63			2.08		12.23 P M	
F	1.37	13.3	Apple Creek 7.5	41			1.44		11.59 A M	
	1.20	5.8	Bismarck 5.8	500	D		1.12		11.35	
De	1.05 P M	0.0	Mandan	450	N	De	12.45 A M	De	11.00	
								Ar	9.45	
								De	9.15 A M W 55	
DAILY						DAILY		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 without permit. All car doors must be kept closed while in trains.

Special attention is called to Rules 128 and 131 which also govern trains outside of switches. Before passing any station freight engineers must obtain signal from rear of train. Freight brakemen must be on top of train when approaching and passing all stations.

C. J. WILSON, Superintendent,
Jamestown.

FARGO & SOUTHWESTERN R. R. COMPANY.

NORTHERN PACIFIC, LA MOURE AND MISSOURI RIVER RAILROAD COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

MIXED No. 111		MIXED No. 109 (J. R. V. 123)		MIXED No. 107		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Card No. 29 December 16th, 1894 Succeeding No. 28D	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 108		MIXED No. 110 (J. R. V. 124)		MIXED No. 112		
Second Class		Second Class		Second Class									Second Class		Third Class		Second Class		
MON., WED. & FRI.		EX. SUNDAY		EX. SUNDAY				STATIONS				EX. SUNDAY		EX. SUNDAY		MON., WED. & FRI.			
				De	7.25 A M	WC	316	0.0	Fargo	109.9	500	N	Ar	4.30 P M					
				F	7.45	TY	DA 4	4.2	Cotters	105.7	36		F	4.10					
					8.07		DA 11	10.7	Horace	99.2	40	D		3.50					
				F	8.25		DA 16	16.2	Warren	93.7	31		F	3.30					
					8.37		DA 19	19.4	Davenport	90.5	39	D		3.15					
				F	8.58		DA 25	25.3	Woods	84.6	24		F	2.52					
					9.13		W DA 26	29.2	Leonard	80.7	37	D		2.36					
				F	9.35		DA 34	35.5	Coburn	74.4	39		F	2.10					
					10.15		DA 42	41.7	Sheldon	68.2	120	D		1.45					
				F	10.45		DA 50	50.7	Buttville	59.2	33		F	12.55					
				Ar	11.05		W C DA 56	56.4	Lisbon	53.5	79	D	De	12.30 P M					
				De	11.35 A M		T DA 63	64.0	Elliott	45.9	30		Ar	11.25 A M					
				F	12.05 P M		Y DA 69	68.9	Englevale	41.0	37	D	F	10.55					
				F	12.25		W DA 77	76.8	Verona	33.1	38		F	10.00					
					12.59		4 Miles West												
				De	8.15 A M		Y DA 83	83.0	Valley Junction	26.9	40			9.35		See J. R. V. 124		See J. R. V. 121.	
					1.25				5.2				Ar	3.10 P M					
				De	10.20 A M		W C DA 88	88.2	La Moure	21.7	134	D	De	9.15 A M		De	2.50 P M	Ar	1.55 P M
					See No. 108		Y		10.0									M 107	
				F	10.55		DB 10	98.2	Berlin	11.7	37			EX. SUNDAY		EX. SUNDAY		F	1.20
					EX. SUNDAY				6.1									F	12.59
				F	11.17		DB 16	104.3	Medberry	5.6	37								
									5.3										
				Ar	11.35 A M		W C DB 21	109.6	Edgeley	0.3	60	D						De	12.40 P M
							T DB 22	109.9	0.3										
									End of Track	0.0									MON., WED. & FRI.

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. Freight brakemen must be on top of train approaching and passing all stations.

All car doors must be kept closed while in trains.

No. 109 has right of track to La Moure against No. 108.

No. 111 has right of track to Edgeley against No. 112.

T. C. COMSTOCK, Trainmaster,
Jamestown.

C. J. WILSON, Superintendent,
Jamestown.

JAMES RIVER VALLEY R. R. COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

MIXED No. 123		MIXED No. 121		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Card No. 29 December 16th, 1894 Succeeding No. 28D				Distance from Oakes	Capacity of Side Tracks	Telegraph Offices	MIXED No. 122		MIXED No. 124	
Second Class		Second Class					STATIONS							Second Class		Second Class	
EX. SUNDAY		MON. WED. & FRI.						MON. WED. & FRI.		EX. SUNDAY							
Ar	4.55 P M	WC	TS	409	0.0	Jamestown	12.9	68.9	200	N	De	7.00 A M					
	4.10			DD 13	12.9	Ypsilanti	6.1	56.0	75			7.43					
	3.51			DD 19	19.0	Montpelier	7.4	49.9	35			8.04					
	3.27			DD 26	26.4	Adrian	6.2	42.5	25			8.30					
	3.05	W	DD 33	32.6		Dickey	8.6	36.3	50	D		9.00					
	2.35		DD 41	41.2		Grand Rapids	7.3	27.7	75			9.30					
De	2.10 P M	W	DA 88	48.5		La Moure		20.4	124	D	Ar	10.10 A M					
	MON. WED. & FRI.	CY										MON. WED. & FRI.					
SEE CURRENT CARD OF THE				W	DA 88	La Moure	5.2					See F. & S. W. 111.					
				CY		Valley Junction							FARGO & SOUTHWESTERN R. R.				
				Y	DA 83	Valley Junction	7.7	15.2	35					De	3.10 P M		
	7.45		DD 62	61.4		Glover	7.5	7.5	40			3.40					
De	7.15 A M	W	DD 69	68.9		Oakes		0.0	40	D	Ar	4.10 P M					
	EX. SUNDAY	CT										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. Freight brakemen must be on top of train approaching and passing all stations. 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.

West Bound.

Central or 90th Meridian Time.

East Bound.

ACCOMMODATION No. 117		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Card No. 29 December 16th, 1894 Succeeding No. 28C				Distance from Cooperstown	Capacity of Side Tracks	Telegraph Offices	ACCOMMODATION No. 118	
Second Class					STATIONS							Second Class	
EX. SUNDAY						EX. SUNDAY							
De	2.30 P M	Y	385	0.0	Sanborn	5.8	36.5	128	N	Ar	11.00 A M		
			DC 6	5.8	Lowry	3.3	30.7	Spur					
	3.12		DC 9	9.1	Odell	3.0	27.4	24	D		10.15		
F	3.28		DC 12	12.1	Booth	5.7	24.4	Spur		F	10.00		
	3.50		DC 18	17.8	Dazey	8.7	18.7	32	D		9.35		
F	4.30	W	DC 28	26.5	Hannaford	10.0	10.0	10		F	8.50		
Ar	5.15 P M	CY	DC 36	36.5	Cooperstown		0.0	123	D	De	8.10 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.

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

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

Freight brakemen must be on top of train approaching and passing all stations. All car doors must be kept closed while in trains.

T. C. COMSTOCK, Trainmaster, Jamestown.

C. J. WILSON, Superintendent, Jamestown.

JAMESTOWN AND NORTHERN RAILROAD COMPANY.

West Bound.

Central or 90th Meridian Time.

East Bound.

			MIXED No. 131				Time Card No. 29 December 16th, 1894 Succeeding No. 28C				MIXED No. 132				
			Second Class		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	STATIONS			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class	
MON., WED. & FRI.														TUES., THUR. & SAT	
De	7.30	A M	WC	409		0.0	Jamestown	6.4	108.7	200	N	Ar	4.10	P M	
F	8.00			DE 7		6.4	Parkhurst	7.0	102.3	61		F	3.40		
F	8.27			DE 14		13.4	Buchanan	7.8	95.3	31		F	3.05		
	8.58			DE 21		21.2	Pingree	6.6	87.5	64			2.29		
F	9.25		W	DE 28		27.8	Edmunds	6.7	80.9	21		F	1.59		
	10.00			DE 35		34.5	Melville	9.0	74.2	45	D		1.27		
Ar†	10.36	A M	Y C	DE 44		43.5	Carrington	3.5	65.2	236	D	De	12.45	P M	
De	1.30	P M		DE 48		48.0	Guptill	4.9	61.7	Spur		Ar†	11.55	A M	
F	2.00			DE 51		51.9	Barlow	7.7	56.8	24		F	11.26		
	2.40		W	DE 60		59.6	New Rockford	11.1	49.1	50	D		11.00		
F	3.25			DE 71		70.7	Sheyenne	8.7	38.0	24		F	9.55		
	4.00		W	DE 79		79.4	Oberon	3.9	29.3	24	D		9.15		
F	4.15			DE 83		83.3	Lallie	6.9	25.4	24		F	8.55		
	4.45		Y	DE 90		90.2	Minnewaukan	8.5	18.5	60	D		8.25		
F	5.20			DE 99		98.7	Brinsmade	9.7	10.0	40		F	7.50		
Ar*	6.00	P M	W	DE 108		108.4	Leeds	0.3	0.3	40	D	De	7.15	A M	
			CT												
MON., WED. & FRI.				DE 109		108.7	End of Track		0.0			TUES., THUR. & SAT			

			MIXED No. 141				SYKESTON BRANCH				MIXED No. 142				
			Second Class		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carrington	STATIONS			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class	
MON., WED. & FRI.														MON., WED. & FRI.	
De	10.45	A M	Y	DE 44		0.0	Carrington	6.7	13.0	236	D	Ar †	1.00	P M	
F	11.10			DF 7		6.7	Ross	5.9	6.3	10		F	12.35		
Ar	11.35	A M	W Y	DF 13		12.6	Sykeston	0.4	0.4	80	D	De	12.10	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.

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. F. E. SALVAGE, Wheatland.
 DR. J. W. SIFTON, Valley City (S).

DR. W. B. WANNER, 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.

NORTHERN PACIFIC RAILROAD COMPANY.

Thomas F. Oakes, Henry C. Payne, Henry C. Rouse, Receivers.
Superintendent's Office.

..... 1894.

C. J. Wilson, Esq.,
Sup't, Jamestown.

Dear Sir:-

Time Card No. 29, covering Dakota Division, Main
Line and Branches, taking effect at 12.01 A. M., Sunday, Dec. 16th,
1894, has been received by me. Previous cards destroyed.

.....

Note: Agents, Conductors, and Engineers sign and enclose
this receipt to Superintendent.
Section Foremen sign and enclose this receipt to
Roadmaster.