

NORTHERN PACIFIC RAILROAD.

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

DAKOTA DIVISION.

No. 30 | **TIME SCHEDULE** | **No. 30**

TO TAKE EFFECT AT 11:30 P. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, FEBRUARY 10th, 1895.

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. 30 February 10th, 1895 Succeeding No. 29	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1	
Third Class		Third Class	Second Class			STATIONS			First Class	
EX. SUNDAY		DAILY	DAILY						DAILY	
De	7.30 A M	De	4.30 P M		WC	Fargo	0.0	1	De	12.55 A M
	7.55		4.55 M 60			5.5 Haggart	5.3	161	*	1.09
	8.07		5.10			3.0 Canfield	8.3	255	*	1.14
Ar	8.27		5.32		W	4.2 Mapleton	12.5	384	F	1.22
De	8.32 M 2		5.43			3.0 Greene	14.9	460	*	1.26
	8.42		5.56			2.2 Dalrymple	17.9	550	*	1.32
	8.53		6.08		Y	3.8 Casselton	20.1	617		1.36
	9.05		6.26			2.7 Sydney	23.9	731	*	1.43
	9.23		6.40		W	3.3 Wheatland	26.6	813	F	1.48
	9.37		7.00		W	5.3 Magnolia	30.4	926	*	1.55
	9.57		7.30			5.9 Buffalo	36.2	1102		2.08
	10.27		7.58		W	5.5 Tower City	42.1	1279	F	2.21
	10.57		8.25 M 56			4.7 Oriska	47.6	1447	F	2.32
Ar	11.25		8.46			5.6 Alta	52.3	1586	*	2.43
De	11.30 M 54		9.18		WC	4.9 Valley City	57.9	1758		2.57
	11.53 A M		9.46			2.8 Berea	62.8	1908	*	3.13
Ar	12.20 P M M 60		9.58			3.5 Hobart	65.6	1993	*	3.18
De	1.00		10.14		Y	3.7 Sanborn	69.1	2097		3.24
	1.24		10.30		W	5.3 Eckelson	72.8	2218	F	3.33
	1.37		10.54			4.0 Urbana	78.1	2375	*	3.43
	1.55		11.11			6.0 Spiritwood	82.1	2495	F	3.51
	2.12		11.38			4.7 Bloom	88.1	2676	*	4.02
	2.37		Ar	11.58 P M	Ar	3.55 P M	92.8	2823	Ar	4.15 A M
	2.56				WC	Jamestown				
	3.25				ST					
	3.45 P M									
	EX. SUNDAY		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.

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.

T. C. COMSTOCK, Trainmaster,
Jamestown.

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. 30 February 10th, 1895. Succeeding No. 29.		Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT. No. 56.		WAY FREIGHT No. 60	
First Class DAILY			STATIONS				Second Class DAILY		Third Class. DAILY		Third Class EX. SUNDAY	
Ar	9.02 A M	92.8	Fargo	500	N	Ar 2.30 P M	Ar 11.50 P M	Ar	5.25 P M			
			5.3									
F	8.45	87.5	Haggart	90		2.05	11.20		4.55 M 55			
			3.0									
*	8.39	84.5	Canfield	50		1.53	11.08		4.38			
			4.2									
	8.32 M 59	80.3	Mapleton	88	D	1.38	10.52		4.15			
			2.4									
*	8.27	77.9	Greene	80		1.30	10.42		De 4.02 M 53			
			3.0						Ar 3.57			
*	8.21	74.9	Dalrymple	66		1.18	10.30		3.35			
			2.2									
	8.15	72.7	Casselton	158	N	1.10	10.20		3.20			
			3.8									
*	8.05	68.9	Sydney	33		12.57	10.05		3.00			
			2.7									
	7.59	66.2	Wheatland	86	D	12.47	9.54		2.47			
			3.8									
*	7.50	62.4	Magnolia	44		12.33	9.38		2.28			
			5.8									
	7.39	56.6	Buffalo	97	N	12.12 P M	9.15		2.00			
			5.9									
	7.28	50.7	Tower City	130	D	11.50 A M	8.50		1.31			
			5.5									
F	7.17	45.2	Oriska	92	D	11.30 M 59	8.25 M 55		1.07			
			4.7									
*	7.08	40.5	Alta	45		11.10	8.05		12.45			
			5.6									
	6.53	34.9	Valley City	160	N	10.40	7.35		12.20 P M 59			
			4.9									
*	6.40	30.0	Berea	44		10.15	De 7.10 M 58		11.35 A M			
			2.8				Ar 7.05					
*	6.36	27.2	Hobart	30		10.06	6.54		11.22			
			3.5									
	6.30	23.7	Sanborn	128	N	9.55	6.42		11.05			
			3.7									
F	6.20	20.0	Eckelson	40	D	9.35	6.28		10.49			
			5.3									
*	6.09	14.7	Urbana	42		9.13	6.10		10.25			
			4.0									
F	6.02	10.7	Spiritwood	78	D	8.57	5.55		10.05			
			6.0									
*	5.50	4.7	Bloom	44		8.35	5.35		9.37			
			4.7									
De	5.40 A M	0.0	Jamestown	200	N	De 8.15 A M	De 5.15 P M		De 9.15 A M			
DAILY						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 Nos. 54, 55 and 56, and way-freights; no other freights are allowed to carry passengers without permit.

Permits are not good on No. 53, except from and to stations where this train is obliged to stop. 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. 55		EXPRESS FR'T No. 53		Water, Coal, Seals, Tables and Wyes	Station Numbers	Time Card No. 30 February 10th, 1895 Succeeding No. 29	Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1			
		Third Class		Second Class							First Class			
		DAILY		DAILY						DAILY				
	De	4.35	A M 1 P	De	9.10	P M	WC ST	409	Jamestown	0.0	2823	De	4.20	A M P 55
		5.12			9.40			416	Eldridge	7.0	3047	F	4.36	
		5.17	M 2		10.15		W	425	Windsor	16.2	3327		5.00	M 2
		6.00			10.29			429	Cleveland	20.1	3441	*	5.07	
		6.32			11.00			438	Medina	28.6	3705	F	5.23	
		6.37	M 54		11.30		W	446	Crystal Springs	36.8	3949	F	5.39	M 54
		7.06			11.59	P M		454	Tappen	44.8	4188	F	5.55	
		7.33			12.05	A M	WC	459	Dawson	50.3	4355		6.10	
		8.00			12.35			467	Steele	58.2	4594		6.26	
		8.25			1.00			474	Geneva	64.7	4794	*	6.38	
		9.02			1.16		W 2 1/2 miles west	478	Driscoll	69.2	4924	F	6.47	
		9.32			1.45			486	Sterling	76.7	5151	F	7.02	
		9.53	M 56		2.10	M 54		492	McKenzie	82.9	5340	*	7.15	
		10.30			2.32			497	Burleigh	88.1	5469	F	7.25	
		10.51			2.37	M 2		506	Apple Creek	93.4	5767	*	7.36	
		11.09			3.02									
	Ar	11.55	A M		3.34		W	510	Bismarck	100.9	5888		7.50	M 56
	De	12.55	P M				ST							
	Ar	1.30	P M	Ar	4.00	A M	WC ST	515	Mandan	106.7	6054	Ar	8.05	A M
			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. 30 February 10th, 1893. Succeeding No. 29.	Capacity of Side Tracks	Telegraph Offices	EXPRESS PRT No. 54	WAY FREIGHT No. 56.				
		First Class DAILY		STATIONS			Second Class DAILY	Third Class DAILY				
Ar	5.35	A M	106.7	Jamestown 7.0	200	N	Ar 7.45	A M	Ar 4.00	P M		
F	5.17	M 55	99.7	Eldridge 9.2	88		7.22		3.30			
	5.00	M 1	90.5	Windsor 3.9	96	D	6.52		2.53			
*	4.52		86.6	Cleveland 8.5	56		6.37	M 55	2.37			
F	4.35		78.1	Medina 8.2	90		6.08		2.01			
F	4.19		69.9	Crystal Springs 8.0	51	D	De 5.39	M 1	1.27			
F	4.08		61.9	Tappen 5.5	69		Ar 5.34		12.55			
	3.53		56.4	Dawson 7.9	104	N	4.35		12.30	P M		
	3.33		48.5	Steele 6.5	124	D	4.02		11.45	A M		
*	3.21		42.0	Geneva 4.5	39		3.35		11.18			
F	3.13	P 54	37.5	Driscoll 7.5	26		De 3.13	2 P	11.00			
F	2.59		30.0	Sterling 6.2	45	N	Ar 3.08		10.30	M 55		
*	2.47		23.8	McKenzie 5.2	45		2.36		9.55			
F	2.37	M 53	18.6	Burleigh 5.3	63		2.10	M 53	9.35			
*	2.28		13.3	Apple Creek 7.5	41		1.48		9.14			
	2.15		5.8	Bismarek 5.8	500	D	1.25		8.45	M 1		
De	2.00	A M	0.0	Mandan	450	N	De 12.30	A M	De 7.00	A M		
		DAILY					DAILY		DAILY			

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

Passengers with tickets will be allowed to ride on rear section of Way Freights; 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 123 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.

FARCO & 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. 30 February 10th, 1895 Succeeding No. 29				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					STATIONS							Second Class		Second Class		Second Class	
MON., WED. & FRI.		EX. SUNDAY		EX. SUNDAY						EX. SUNDAY		EX. SUNDAY		MON., WED. & FRI.							
				De	7.40 A M	WC	316	0.0	Fargo	109.9	500	N	Ar	6.55 P M							
				F	7.55		DA 4	4.2	Cotters	105.7	36		F	6.35							
					8.15		DA 11	10.7	Horace	99.2	40	D		6.15							
				F	8.35		DA 16	16.2	Warren	93.7	31		F	5.52							
					8.50		DA 19	19.4	Davenport	90.5	39	D		5.40							
				F	9 08		DA 25	25.3	Woods	84.6	24		F	5.15							
					9.22	W	DA 26	29.2	Leonard	80.7	37	D		5.00							
				F	9.48		DA 34	35.5	Coburn	74.4	39		F	4.38							
					10.15		DA 42	41.7	Sheldon	68.2	120	D		4.20							
				F	10.45		DA 50	50.7	Buttville	59.2	33		F	3.40							
					11.30	WC	DA 56	56.4	Lisbon	53.5	79	D		3.20							
				F	11.59 A M	T	DA 63	64.0	Elliott	45.9	30		F	2.35							
				F	12.20 P M		DA 69	68.9	Englevale	41.0	37	D	F	2.15							
				F	12.52	W	DA 77	76.8	Verona	33.1	38		F	1.45							
				De	11.59 A M	Y	DA 83	83.0	Valley Junction	26.9	40			1.25 M 107	See J. R. V. 124			See J. R. V. 121.			
				De	9.50 A M	WC	DA 88	88.2	La Moure	21.7	134	D	De	1.10 P M	Ar 2.50 P M	De 2.30 P M		Ar 1.10 P M			
						Y			10.0									M 107			
				F	10.25		DB 10	98.2	Berlin	11.7	37			EX. SUNDAY	EX. SUNDAY			F	12.35		
				F	10.45		DB 16	104.3	Medberry	5.6	37							F	12.15 P M		
				Ar	11.05 A M	WC	DB 21	109.6	Edgeley	0.3	60	D						De	11.55 A M		
						T	DB 22	109.9	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.
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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. 107 has right of track to La Moure against No. 110.

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 30 February 10th, 1895 Succeeding No. 29				Capacity of Side Tracks	Telegraph Offices	MIXED No. 122	MIXED No. 124
		Second Class EX. SUNDAY	Second Class MON. WED. & FRI.				STATIONS	Distance from Oakes	Second Class MON. WED. & FRI.	Second Class EX. SUNDAY				
			Ar 4.45 P M	WC T S	409	0.0	Jamestown 12.9	68.9	200	N	De 6.45 A M			
			F 4.00		DD 13	12.9	Ypsilanti 6.1	56.0	75		F 7.25			
			F 3.40		DD 19	19.0	Montpelier 7.4	49.9	35		F 7.45			
			F 3.10		DD 26	26.4	Adrian 6.2	42.5	25		F 8.10			
			2.45	W	DD 33	32.6	Dickey 8.6	36.3	50	D	8.35			
			2.10		DD 41	41.2	Grand Rapids 7.3	27.7	75		9.05			
			De 1.45 P M MON. WED. & FRI.	W C Y	DA 88	48.5	La Moure 5.2	20.4	124	D	Ar 9.35 A M MON. WED. & FRI. See F. & S. W. 111.			
SEE CURRENT CARD OF THE												FARGO & SOUTHWESTERN R. R.		
		Sec F. & S. W. 109. Ar 11.59 A M 11.30		Y	DA 83	53.7	Valley Junction 7.7	15.2	35		De 2.50 P M			
					DD 62	61.4	Glover 7.5	7.5	40		3.15			
		De 11.00 A M		W C T	DD 69	68.9	Oakes	0.0	40	D	Ar 3.45 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. 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	ACCOMMODATION No. 118	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Card No. 30 February 10th, 1895 Succeeding No. 29				Capacity of Side Tracks	Telegraph Offices	ACCOMMODATION No. 118
		Second Class EX. SUNDAY	Second Class EX. SUNDAY				STATIONS	Distance from Cooperstown	Second Class EX. SUNDAY				
		De 2.15 P M	Ar 10.50 A M	Y	385	0.0	Sanborn 5.8	36.5	128	N	10.15		
					DC 6	5.8	Lowry 3.3	30.7	Spur		10.00		
		2.57			DC 9	9.1	Odell 3.0	27.4	24	D	9.35		
		F 3.13			DC 12	12.1	Booth 5.7	24.4	Spur		8.50		
		3.35			DC 18	17.8	Dazey 8.7	18.7	32	D	8.10 A M		
		F 4.15		W	DC 28	26.5	Hannaford 10.0	10.0	10				
		Ar 5.00 P M		C Y	DC 36	36.5	Cooperstown	0.0	123	D			
		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 br 90th Meridian Time.

East Bound.

				MIXED No. 131				Time Card No. 30 February 10th, 1893 Succeeding No. 29				MIXED No. 132					
				Second Class				STATIONS				Second Class					
				MON., WED. & FRI.								TUES., THUR. & SAT.					
				De	7.30	A M	WC ST	409	0.0	Jamestown	108.7	200	N	Ar	3.20	P M	
				F	7.55			DE 7	6.4	Parkhurst	102.3	61		F	2.50		
				F	8.20			DE 14	13.4	Buchanan	95.3	31		F	2.25		
					8.45			DE 21	21.2	Pingree	87.5	64			1.55		
				F	9.10		W	DE 28	27.8	Edmunds	80.9	21		F	1.30		
					9.45			DE 35	34.5	Melville	74.2	45	D		1.05		
				Ar	10.20	A M	Y C	DE 44	43.5	Carrington	65.2	236	D	De	12.30	P M	
				De	1.00	P M		DE 48	48.0	Gupfill	61.7	Spur		Ar	11.50	A M	
				F	1.35			DE 51	51.9	Barlow	56.8	24		F	11.26		
					2.15		W	DE 60	59.6	New Rockford	49.1	50	D		11.00		
				F	2.50			DE 71	70.7	Sheyenne	38.0	24		F	9.55		
					3.35		W	DE 79	79.4	Oberon	29.3	24	D		9.15		
				F	3.51			DE 83	83.3	Lallie	25.4	24		F	8.55		
					4.20		Y	DE 90	90.2	Minnewaukan	18.5	60	D		8.25		
				F	4.50			DE 99	98.7	Brinsmade	10.0	40		F	7.50		
				Ar	5.30	P M	W CT	DE 108	108.4	Leeds	0.3	40	D	De	7.15	A M	
								DE 109	108.7	End of Track	0.0						
				MIXED No. 141				SYKESTON BRANCH				MIXED No. 142					
				Second Class				STATIONS				Second Class					
				MON., WED. & FRI.								MON., WED. & FRI.					
				De	10.35	A M	Y	DE 44	0.0	Carrington	13.0	236	D	Ar	12.35	P M	
				F	11.00			DF 7	6.7	Ross	6.3	10		F	12.10	P M	
				Ar	11.25	A M	W Y	DF 13	12.6	Sykeston	0.4	80	D	De	11.45	A M	
										End of Track	0.0						

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.

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

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.