

FARGO & SOUTHWESTERN R. R. COMPANY.

No. 31A.

NORTHERN PACIFIC, LA MOURE AND MISSOURI RIVER RAILROAD COMPANY.

No. 31A.

IN EFFECT AT 12:01 A. M., MONDAY, MAY 11th, 1896.

West Bound.

Central or 90th Meridian Time.

East Bound.

MIXED No. 123 (J. R. V. 123)		FREIGHT No. 109		PASSENGER No. 103		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Card No. 31A May 11th, 1896 Succeeding No. 31			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 104		FREIGHT No. 110		MIXED No. 124 (J. R. V. 124)		
Second Class		Third Class		First Class					STATIONS						First Class		Third Class		Second Class		
TUES. THUR. & SAT.		MON., WED. & FRI.		EX. SUNDAY											EX. SUNDAY		TUES. THUR. & SAT.		MON., WED. & FRI.		
		De	7.00 A M	De	8.10 A M	WC TY	816	0.0	Fargo	4.2	109.9	500	N	Ar	7.15 P M	Ar	3.00 P M				
			7.20	F	8.22		DA 4	4.2	Cotters	6.5	105.7	36		F	6.58		2.30				
			7.45		8.38	W 1 1/2 Miles West	DA 11	10.7	Horace	5.5	99.2	40	D		6.42		2.05				
			8.05	F	8.51		DA 16	16.2	Warren	3.2	93.7	31		F	6.27		1.45				
			8.25		9.00		DA 19	19.4	Davenport	5.9	90.5	39	D		6.19		1.30				
			8.49	F	9.15		DA 25	25.3	Woods	3.9	84.6	24		F	6.02		1.06				
			9.10		9.26	W	DA 26	29.2	Leonard	6.3	80.7	37	D		5.51		12.50				
		Ar	9.37		9.42	P 109	DA 34	35.5	Coburn	6.2	74.4	39		F	5.34		12.20 P M				
		De	9.42	103 P			DA 42	41.7	Sheldon	9.0	68.2	120	D		5.18		11.55 A M				
			10.30		10.00		DA 50	50.7	Buttville	5.7	59.2	33		F	4.53		11 09				
			11.05	F	10.25		DA 56	56.4	Lisbon	7.6	53.5	79	D		4.37	De	10.45 M 103				
			11.45 A M		10.45	M 110	DA 63	64.0	Elliott	4.9	45.9	30		F	4.15	Ar	10.40				
			12.13 P M	F	11.05		DA 69	68.9	Englevale	7.9	41.0	37	D		4.01		9.30				
			12.30		11.20		DA 77	76.8	Verona	6.2	33.1	38		F	3.39		8.55				
		See Page 6.			11.45	A M	W 2 Miles East														
		De	12.01 A M		1.15 M 124		DA 83	83.0	Valley Junction	5.2	26.9	40			3.23		8.30	Ar	1.15 P M		
		Ar	12.30 A M		1.55		DA 88	88.2	La Moure	10.0	21.7	134	D		3.10		8.10	De	12.55 P M		
					12.40	M 124	WY														
			Ar	2.37	F	1.08	DB 10	98.2	Berlin	6.1	11.7	37		F	2.42 M 109		7.14				
		De	2.42	M 104			DB 16	104.3	Medberry	5.3	5.6	37		F	2.27		6.50				
			3.10		F	1.25			Edgeley	0.3	0.3	60	D	De	2.15 P M	De	6.30 A M				
			Ar	3.30 P M	Ar	1.40 P M	WC T	DB 21	109.6												
							DB 22	109.9	End of Track		0.0				EX. SUNDAY						
		TUES. THUR. & SAT.			EX. SUNDAY																

M—Meet. P—Pass. F—Flag Station. †—Meals. D—Day and N—Night and Day Telegraph Office. Full faced 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 (2 1/2) miles west of Sheldon.

The switches at Valley Junction and La Moure will be set for the Fargo & Southwestern Railroad.

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 approaching and passing all stations.

All car doors must be kept closed while in trains.

Freight Trains authorized to carry passengers, with permits, will be designated by Bulletin.

No. 103 has right of track against No. 104 to Edgeley.

T. C. COMSTOCK, Trainmaster,  
Jamestown.

C. J. WILSON, Superintendent,  
Jamestown.

No. 31A.

**JAMES RIVER VALLEY R. R. COMPANY.**  
 IN EFFECT 12:01 A. M., MONDAY, MAY 11th, 1896.  
 Central or 90th Meridian Time.

No. 31A.

West Bound.

East Bound.

				MIXED No. 123			Time Card No. 31A May 11th, 1896 Succeeding No. 31				MIXED No. 124			
				Second Class			Distance from Jamestown	Distance from Oakes	Capacity of Side Trucks	Telegraph Offices	Second Class			
				TUES. THURS. & SAT.							MON. WED. & FRI.			
			Ar	3.45 A M	WC TS	409	0.0	Jamestown 12.9	68.9	200	N	De	9.30 A M	
			F	3.00		DD 13	12.9	Ypsilanti 6.1	56.0	75		F	10.10	
			F	2.35		DD 19	19.0	Montpelier 7.4	40.9	35		F	10.32	
			F	2.03		DD 26	26.4	Adrian 6.2	42.5	25		F	11.00	
				1.39		W DD 33	32.6	Dickey 8.8	36.3	50	D		11.24	
			F	1.05		DD 41	41.2	Grand Rapids 7.3	27.7	75		F	11.55 A M	
			De	12.30 A M	W CY	DA 88	48.5	La Moure	20.4	124	D	Ar	12.20 P M See 103 Page 5	
SEE CURRENT CARD OF THE					W	DA 88		La Moure 5.2				FARGO & SOUTHWESTERN R. R.		
					CY			Valley Junction						
					Y	DA 88								
			Ar	12.01 A M	Y	DA 83	53.7	Valley Junction 7.7	15.2	35		De	1.15 P M	
			F	11.30 P M		DD 62	61.4	Glover 7.5	7.5	40		F	1.42	
			De	11.05 P M	W CT	DD 69	68.9	Oakes	0.0	40	D	Ar	2.10 P M	
				MON. WED. & FRI.						MON. WED. & FRI.				

†—Meals. W—Water. C—Coal. S—Seals. 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.

Special attention is called to rules 128 and 131, which also govern trains outside of switches. Freight brakemen must be on top of train approaching and passing all stations.

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. Freight trains authorized to carry passengers, with permits, will be designated by Bulletin. C. J. WILSON, Superintendent, Jamestown.

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

Central or 90th Meridian Time.

West Bound.

East Bound.

				ACCOMMODATION No. 113			Time Card No. 31A May 11th, 1896 Succeeding No. 31				ACCOMMODATION No. 114		
				Second Class			Distance from Sanborn	Distance from Cooperstown	Capacity of Side Trucks	Telegraph Offices	Second Class		
				EX. SUNDAY							EX. SUNDAY		
			De	12.30 P M	Y	385	0.0	Sanborn 5.8	36.5	128	N	Ar	10.50 A M
						DC 6	5.8	Lowry 3.3	30.7	Spur			
			F	1.07		DC 9	9.1	Odell 3.0	27.4	24		F	10.08
						DC 12	12.1	Booth 5.7	24.4	Spur			
				1.45		DC 18	17.8	Dazey 8.7	18.7	32	D		9.27
			F	2.23		W DC 28	26.5	Hannaford 10.0	10.0	10		F	8.45
			Ar	3.10 P M	CY	DC 36	36.5	Cooperstown	0.0	123	D	De	8.00 A M
				EX. SUNDAY						EX. SUNDAY			

†—Meals. 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.

Special attention is called to rules 128 and 131, which also govern trains outside of switches. Freight brakemen must be on top of train approaching and passing all stations.

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.

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

T. C. COMSTOCK, Trainmaster, Jamestown. Freight trains authorized to carry passengers, with permits, will be designated by Bulletin. C. J. WILSON, Superintendent, Jamestown.

**JAMESTOWN AND NORTHERN RAILROAD COMPANY.**

IN EFFECT AT 12:01 A. M., MONDAY, MAY 11th, 1896.

**No. 31A.**  
**West Bound.**

Central or 90th Meridian Time.

**No. 31A.**  
**East Bound.**

				MIXED No. 133				Time Card No. 31A May 11th, 1896 Succeeding No. 31				MIXED No. 134				
				Second Class				Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	Second Class					
				EX. SUNDAY							EX. SUNDAY					
				De	9.30 A M	WC ST	409	0.0	Jamestown 6.4	108.7	200	N	Ar	4.45 P M		
				F	9.55		DE 7	6.4	Parkhurst 7.0	102.3	61		F	4.20		
				F	10.22		DE 14	13.4	Buchanan 7.8	95.3	31		F	3.53		
					10.51		DE 21	21.2	Pingree 6.6	87.5	64			3.25		
				F	11.15	W	DE 28	27.8	Edmunds 6.7	80.9	21		F	3.00		
					11.40 A M		DE 35	34.5	Melville 9.0	74.2	45	D		2.35		
				Ar	12.15 P M	M 134	DE 44	43.5	Carrington 3.5	65.2	236	D	De	2.00	M 133	
				De	2.00		DE 48	48.0	Gupill 4.9	61.7	Spur		Ar	1.30		
				F	2.30		DE 51	51.9	Barlow 7.7	56.8	24		F	1.00		
					3.05	W	DE 60	59.6	New Rockford 11.1	49.1	50	D	De	12.30 P M		
				F	3.49		DE 71	70.7	Sheyenne 8.7	38.0	24		Ar	11.55 A M		
					4.23	W	DE 79	79.4	Oberon 3.9	29.3	24	D	F	11.20		
				F	4.35		DE 83	83.3	Lallie 6.9	25.4	24		F	10.25		
					5.10	Y	DE 90	90.2	Minnewaukan 8.5	18.5	60	D		10.00		
				F	5.45		DE 99	98.7	Brinsmade 9.7	10.0	40		F	9.25		
				Ar	6.35 P M	W CT	DE 108	108.4	Leeds 0.3	0.3	40	D	De	8.45 A M		
					EX. SUNDAY		DE 109	108.7	End of Track	0.0				EX. SUNDAY		
				MIXED No. 143				SYKESTON BRANCH				MIXED No. 144				
				Second Class				Distance from Carrington	Capacity of Side Tracks	Telegraph Offices	Second Class					
				MON., WED. & FRI.							MON., WED. & FRI.					
				De	12.20 P M	Y	DE 44	0.0	Carrington 6.7	13.0	236	D	Ar	2.00 P M		
				F	12.45		DF 7	6.7	Ross 5.9	6.3	10		F	1.35		
				Ar	1.10 P M	WY	DF 13	12.6	Sykeston 0.4	0.4	80	D	De	1.15 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.

Sykeston Branch trains will protect themselves against J. & N. Main Line trains between "Wye" Switch and Carrington.

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.

Special attention is called to rules 128 and 131, which also govern trains outside of switches.

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

All car doors must be kept closed while in trains.

Freight Trains authorized to carry passengers, with permits, will be designated by Bulletin.

T. C. COMSTOCK, Trainmaster,  
Jamestown.

No. 143 has right of track to Sykeston.

C. J. WILSON, Superintendent,  
Jamestown.