

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION.

No. 2

TIME SCHEDULE

No. 2

TO TAKE EFFECT AT 2:00 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, NOVEMBER 29th, 1896.

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.

J. W. KENDRICK,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

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. 2 November 29th, 1896. Succeeding No. 32 | Distance from Fargo | Pole No. | PACIFIC MAIL No. 1 |
|--------------------|--|---------------------|------------------------|---|--------------------|--|------------------------|----------|-----------------------|
| Third Class | | Third Class | Second Class | | | STATIONS | | | First Class |
| EX. SUNDAY | | DAILY | DAILY | | | | | | DAILY |
| De 7.00 A M | | De 5.30 P M M 60 | De 3.00 P M M 54 | WC STY | 316 | Fargo 5.3 | 0.0 | 1 | De 3.25 A M |
| 7.25 | | 5.55 | 3.20 | | 320 | Haggart 3.0 | 5.3 | 161 | F 3.40 |
| 7.36 | | 6.06 | 3.29 | | 324 | Canfield 4.2 | 8.3 | 255 | * 3.46 |
| 7.55 | | 6.22 | 3.42 | W | 328 | Mapleton 2.4 | 12.5 | 384 | 3.53 |
| Ar 8.25 | | 6.32 | 3.48 | | 331 | Greene 3.0 | 14.9 | 460 | * 3.57 |
| De 8.30 M 2 | | 6.42 | 3.58 | | 334 | Dalrymple 2.2 | 17.9 | 550 | |
| 8.43 | | 6.50 | 4.05 M 60 | | 336 | Casselton 3.8 | 20.1 | 617 | 4.07 |
| 9.15 | | 7.09 | 4.16 | | 339 | Sidney 2.7 | 23.9 | 731 | |
| 9.37 | | 7.22 | 4.25 | W | 342 | Wheatland 3.8 | 26.6 | 813 | F 4.18 |
| 9.53 | | 7.40 | 4.43 | W | 346 | Magnolia 5.8 | 30.4 | 926 | * 4.27 |
| 10.15 | | 8.09 | 5.10 | | 352 | Buffalo 5.9 | 36.2 | 1102 | 4.42 |
| 10.50 | | 8.38 | 5.29 | W | 358 | Tower City 5.5 | 42.1 | 1279 | 4.54 |
| 11.27 | | 9.05 M 58 | 5.45 | | 363 | Oriska 4.7 | 47.6 | 1447 | F 5.05 |
| 11.59 A M M 54 | | 9.30 | 6.07 | | 368 | Alta 5.6 | 52.3 | 1586 | * 5.17 |
| 12.18 P M | | 10.00 | 6.35 | WC | 374 | Valley City 4.9 | 57.9 | 1758 | 5.35 |
| 12.40 M 60 | | 10.25 | 7.00 | | 379 | Berea 2.8 | 62.8 | 1908 | F 5.50 |
| 1.08 | | 10.40 | 7.11 | | 381 | Hobart 3.5 | 65.6 | 1993 | |
| 1.22 | | 10.56 | 7.25 M 58 | W Y | 385 | Sanborn 3.7 | 69.1 | 2097 | 6.10 M 2 |
| 1.45 | | 11.14 | 7.40 | | 389 | Eckelson 5.3 | 72.8 | 2218 | F 6.18 |
| 2.06 | | 11.40 | 8.00 | | 394 | Urbana 4.0 | 78.1 | 2375 | * 6.29 |
| 2.36 | | 11.59 P M | 8.15 | | 398 | Spiritwood 6.0 | 82.1 | 2495 | F 6.37 |
| 3.00 | | 12.25 A M | 8.39 | | 403 | Bloom 4.7 | 88.1 | 2676 | * 6.50 |
| 3.33 | | Ar 12.45 A M | Ar 9.00 P M | WC ST | 409 | Jamestown | 92.8 | 2823 | Ar 7.00 A M |
| Ar 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.

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 track one-half mile 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. 2. November 29th, 1896. Succeeding No. 32. | | Capacity of Side Tracks | Telegraph Offices | EXPRESS FR'T No. 54 | | FREIGHT. No. 58. | | WAY FREIGHT No. 60 | |
|-------------------------------|-----------|----------------------------|--|-----|----------------------------|----------------------|-------------------------------|----|----------------------------|----|------------------------------|--|
| First Class | | | STATIONS | | | | Third Class | | Third Class | | Third Class | |
| DAILY | | | | | | | DAILY | | DAILY | | EX. SUNDAY | |
| Ar | 9.10 A M | 92.8 | Fargo 5.3 | 500 | N | Ar | 3.30 P M | Ar | 12.15 A M | Ar | 5.45 P M | |
| F | 8.50 | 87.5 | Haggart 3.0 | 59 | | | 3.05 M 53 D T | | 11.50 P M | | 5.18 M 55 D T | |
| * | 8.46 | 84.5 | Canfield 4.2 | 43 | | | 2.51 | | 11.38 | | 5.03 | |
| | 8.36 | 80.3 | Mapleton 2.4 | 127 | D | | 2.33 | | 11.22 | | 4.43 | |
| * | 8.30 M 59 | 77.9 | Greene 3.0 | 71 | | | 2.22 | | 11.13 | | 4.30 | |
| | | 74.9 | Dalrymple 2.2 | 44 | | | 2.09 | | 11.02 | | 4.15 | |
| | 8.12 | 72.7 | Cassleton 3.8 | 160 | N | | 2.00 | | 10.53 | De | 4.05 M 53 | |
| | | 68.9 | Sidney 2.7 | 26 | | | 1.43 | | 10.38 | Ar | 4.00 | |
| | 7.56 | 66.2 | Wheatland 3.8 | 124 | D | | 1.32 | | 10.28 | | 3.20 | |
| * | 7.47 | 62.4 | Magnolia 5.8 | 41 | | | 1.15 | | 10.13 | | 3.05 | |
| | 7.33 | 56.6 | Buffalo 5.9 | 193 | N | | 12.50 | | 9.51 | | 2.47 | |
| | 7.18 | 50.7 | Tower City 5.5 | 105 | D | | 12.23 P M | | 9.28 | | 2.20 | |
| F | 7.04 | 45.2 | Oriska 4.7 | 91 | D | | 11.59 A M M 59 | | 9.05 M 55 | | 1.53 | |
| * | 6.52 | 40.5 | Alta 5.6 | 55 | | | 11.32 | | 8.44 | | 1.27 | |
| | 6.36 | 34.9 | Valley City 4.9 | 144 | N | | 10.59 | | 8.16 | | 1.06 | |
| F | 6.21 | 30.0 | Berea 2.8 | 65 | | | 10.30 | | 7.52 | | 12.40 P M M 59 | |
| | | 27.2 | Hobart 3.5 | 25 | | | 10.18 | | 7.40 | | 11.59 A M | |
| | 6.10 M 1 | 23.7 | Sanborn 3.7 | 211 | N | | 10.05 | De | 7.25 M 53 | | 11.35 | |
| F | 6.02 | 20.0 | Eckelson 5.3 | 34 | D | | 9.52 | Ar | 7.20 | | 11.15 | |
| * | 5.52 | 14.7 | Urbana 4.0 | 38 | | | 9.32 | | 7.03 | | 10.58 | |
| F | 5.43 | 10.7 | Spiritwood 6.0 | 76 | D | | 9.17 | | 6.38 | | 10.35 | |
| * | 5.30 | 4.7 | Bloom 4.7 | 55 | | | 8.55 | | 6.20 | | 10.17 | |
| De | 5.20 A M | 0.0 | Jamestown | 200 | N | | De 8.35 A M | De | 5.30 P M | | 9.51 | |
| | | | | | | | | | | | De 9.30 A M | |
| DAILY | | | | | | | 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.
Special attention is called to Rules 128 and 131 which also govern trains at water tanks 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.
All car doors must be kept closed while in trains.
Freight Trains authorized to carry passengers, with permits, will be designated by Bulletin.

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, Scales, Tables and Wyes | Station Numbers | Time Card No. 2 November 29th, 1896 Succeeding No. 32 | Distance from Jamestown | Folio No. | PACIFIC MAIL No. 1 | | | |
|--|----|-----------------------|------------|------------------------|-------|--|------------------------|---|----------------------------|-----------|-----------------------|----|-------|-------|
| | | Third Class | | Second Class | | | | | | | First Class | | | |
| | | DAILY | | DAILY | | | | | | DAILY | | | | |
| | De | 5.30 | A M M 2 | De | 9.20 | P M | W C | 409 | Jamestown 7.0 | 0.0 | 2823 | De | 7.05 | A M |
| | | 6.02 | | | 9.49 | | | 416 | Eldridge 9.2 | 7.0 | 3047 | F | 7.25 | M 54 |
| | | 6.45 | M 54 | | 10.25 | | W | 425 | Windsor 3.9 | 16.2 | 3327 | F | 7.48 | |
| | | 7.00 | | | 10.37 | | | 429 | Cleveland 8.5 | 20.1 | 3441 | * | 7.55 | |
| | | 7.31 | | | 11.02 | | | 438 | Medina 8.2 | 28.6 | 3705 | F | 8.09 | |
| | | 8.01 | | | 11.26 | | W | 446 | Crystal Springs 8.0 | 36.8 | 3949 | F | 8.23 | |
| | Ar | 8.33 | | | 11.50 | P M | | 454 | Tappen 5.5 | 44.8 | 4188 | F | 8.38 | P 55 |
| | De | 8.38 | 1P | | 12.09 | A M | W C | 459 | Dawson 7.9 | 50.3 | 4355 | | 8.46 | |
| | | 9.00 | | | 12.37 | | | 467 | Steele 6.5 | 58.2 | 4594 | | 9.01 | |
| | | 10.04 | | | 1.01 | | | 474 | Geneva 4.5 | 64.7 | 4794 | * | 9.13 | |
| | | 10.24 | | | 1.16 | | W 3/4 miles west | 478 | Driscoll 7.5 | 69.2 | 4924 | F | 9.23 | |
| | | 10.56 | M 58 | | 1.43 | | | 486 | Sterling 6.2 | 76.7 | 5151 | F | 9.38 | |
| | | 11.20 | | | 2.05 | | | 492 | McKenzie 5.2 | 82.9 | 5340 | F | 9.50 | |
| | | 11.40 | | Ar | 2.25 | | | 497 | Burleigh 5.3 | 88.1 | 5469 | F | 10.00 | M 58 |
| | De | 1.30 | | De | 2.30 | M 2 | | 506 | Apple Creek 7.5 | 93.4 | 5767 | * | 10.11 | |
| | | 11.59 | A M | | 2.55 | M 54 | | 510 | Bismarck 5.8 | 100.9 | 5888 | | 10.25 | |
| | Ar | 12.30 | P M | | 3.30 | | W | 515 | Mandan | 106.7 | 6054 | Ar | 10.40 | A M |
| | De | 1.30 | | Ar | 4.00 | A M | W C | | | | | | | |
| | Ar | 2.00 | P M | | | | S T | | | | | | | |
| | | | | | | | * | | | | | | | |
| | | | 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. 2 November 29th, 1896, Succeeding No. 32. | Capacity of Side Tracks | Telegraph Offices | EXPRESS FR'T No. 54 | | WAY FREIGHT No. 58. | |
|------------------------|------------------|-------------------------|---|----------------------------|----------------------|------------------------|-----------|------------------------|------------|
| First Class DAILY | | | | | | Third Class DAILY | | Third Class DAILY | |
| Ar | 5.15 A M M 55 | 106.7 | Jamestown 7.0 | 200 | N | Ar | 8.00 A M | Ar | 3.35 P M |
| F | 5.02 | 99.7 | Eldridge 9.2 | 81 | | De | 7.25 M 1 | | 3.08 |
| F | 4.45 | 90.5 | Windsor 3.9 | 80 | D | Ar | 7.20 | | |
| * | 4.37 | 86.6 | Cleveland 8.5 | 47 | | | 6.45 M 55 | | 2.36 |
| F | 4.22 | 78.1 | Medina 8.2 | 50 | | | 6.33 | | 2.21 |
| F | 4.06 | 69.9 | Crystal Springs 8.0 | 92 | D | | 6.09 | | 1.52 |
| F | 3.52 | 61.9 | Tappen 5.5 | 59 | | | 5.45 | | 1.22 |
| | 3.41 | 56.4 | Dawson 7.9 | 91 | N | | 5.22 | | 12.53 |
| | 3.26 | 48.5 | Steele 6.5 | 123 | D | | 5.05 | | 12.33 |
| * | 3.14 | 42.0 | Geneva 4.5 | 31 | | | 4.42 | | 12.03 P M |
| F | 3.07 | 37.5 | Driscoll 7.5 | 41 | | | 4.22 | | 11.40 A M |
| F | 2.52 | 30.0 | Sterling 6.2 | 82 | N | | 4.08 | | 11.24 |
| F | 2.40 | 23.8 | McKenzie 5.2 | 42 | | | 3.46 | | 10.56 M 55 |
| F | 2.30 M 53 | 18.6 | Burleigh 5.3 | 52 | | | 3.27 | | 10.25 |
| * | 2.17 | 13.3 | Apple Creek 7.5 | 45 | | De | 3.11 | De | 10.00 M 1 |
| | 2.00 P 54 | 5.8 | Bismarck 5.8 | 188 | D | Ar | 2.55 M 53 | Ar | 9.55 |
| De | 1.45 A M | 0.0 | Mandan | 450 | N | De | 2.50 | | 9.30 |
| | | | | | | De | 2.00 2 P | De | 9.00 |
| | | | | | | Ar | 1.55 | Ar | 7.30 |
| | | | | | | De | 1.10 A M | De | 7.00 A M |
| | DAILY | | | | | | DAILY | | DAILY |

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

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.

All car doors must be kept closed while in trains.

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

C. J. WILSON, Superintendent.

Jamestown.

FARCO & SOUTHWESTERN BRANCH.

West Bound.

Central or 90th Meridian Time.

East Bound.

| MIXED No. 121 (J. R. Beh. 121) Second Class MON. WED. & FRI. | | MIXED No. 103 Second Class EX. SUNDAY | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Fargo | Time Card No. 2 November 29th, 1896 Succeeding No. 32 | | | Distance from End of Track | Capacity of Side Tracks | Telegraph Offices | MIXED No. 104 Second Class EX. SUNDAY | | MIXED No. 122 (J. R. Beh. 122) Second Class MON., WED. & FRI. | |
|--|-------------------|--|-------|--|--------------------|------------------------|---|-------|--------------|-------------------------------|----------------------------|----------------------|--|----|---|-----------------------|
| STATIONS | | STATIONS | | | | | STATIONS | | | | | | | | | |
| De | 7.30 A M | WC TY | 316 | 0.0 | Fargo | 109.9 | 500 | N | Ar | 8.20 P M | | | | | | |
| F | 7.45 | | DA 4 | 4.2 | Cotters | 105.7 | 36 | | F | 8.00 | | | | | | |
| | 8.05 | W 1 1/2 Miles West | DA 11 | 10.7 | Horace | 99.2 | 40 | D | | 7.40 | | | | | | |
| F | 8.22 | | DA 16 | 16.2 | Warren | 93.7 | 31 | | F | 7.21 | | | | | | |
| | 8.33 | | DA 19 | 19.4 | Davenport | 90.5 | 39 | D | | 7.12 | | | | | | |
| F | 8.52 | | DA 25 | 25.3 | Woods | 84.6 | 24 | | F | 6.52 | | | | | | |
| | 9.05 | W | DA 26 | 29.2 | Leonard | 80.7 | 37 | D | | 6.40 | | | | | | |
| F | 9.23 | | DA 34 | 35.5 | Coburn | 74.4 | 39 | | F | 6.20 | | | | | | |
| | 9.45 | | DA 42 | 41.7 | Sheldon | 68.2 | 120 | D | De | 6.00 | | | | | | |
| F | 10.12 | | DA 50 | 50.7 | Buttzeville | 59.2 | 33 | | Ar† | 5.55 | | | | | | |
| | 10.35 | WC T | DA 56 | 56.4 | Lisbon | 53.5 | 79 | D | F | 5.00 | | | | | | |
| F | 11.05 | | DA 63 | 64.0 | Elliott | 45.9 | 30 | | F | 4.00 | | | | | | |
| | 11.25 | | DA 69 | 68.9 | Englevale | 41.0 | 37 | D | | 3.43 | | | | | | |
| F | 11.55 A M | W 1/2 Miles East | DA 77 | 76.8 | Verona | 33.1 | 38 | | F | 3.15 | | | | | | |
| | | | | | | | | | | | | | | | | See Page 6. |
| De | 2.55 P M M 104 | | | | Y DA 83 | 83.0 | Valley Junction | 26.9 | 40 | | | | 2.55 M 121 | | | Ar 12.20 P M M 103 |
| Ar | 3.20 P M | | | | WY DA 88 | 88.2 | La Moure | 21.7 | 134 | D | | | 2.30 | | | De 12.01 P M |
| | | | | | | | | | | | | | | | | |
| | See Page 6. | | | | F | 1.50 M 104 | DB 10 | 98.2 | Berlin | 11.7 | 37 | F | 1.50 M 103 | | | |
| | | | | | F | 2.10 | DB 16 | 104.3 | Medberry | 5.6 | 37 | F | 1.30 | | | |
| | | | | | Ar | 2.25 P M | WC T | DB 21 | 109.6 | Edgeley | 0.3 | 60 | D | De | 1.15 P M | |
| | MON., WED. & FRI. | | | | | EX. SUNDAY | DB 22 | 109.9 | End of Track | 0.0 | | | EX. SUNDAY | | | MON., WED. & FRI. |

M—Meet. P—Pass. F—Flag Station. †—Meals. D—Day and N—Night and Day Telegraph Office. Fullaced 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 Branch.

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.

T. C. COMSTOCK, Trainmaster,
Jamestown.

C. J. WILSON, Superintendent,
Jamestown.

JAMES RIVER BRANCH.**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. 2 November 29th, 1896 Succeeding No. 32 | | | | Capacity of Side Tracks | Telegraph Offices | MIXED No. 122 | |
|--|--|------------------|----------|--------------------------------------|-----------------|-------------------------|---|------|-----|---|-------------------------|-------------------|------------------|--|
| | | Second Class | | | | | STATIONS | | | | | | Second Class | |
| | | MON. WED. & FRI. | | | | | | | | | | | MON. WED. & FRI. | |
| | | Ar | 6.30 P M | WC T S | 409 | 0.0 | Jamestown 12.9 | 68.9 | 200 | N | | De | 7.45 A M | |
| | | F | 5.40 | | DD 13 | 12.9 | Ypsilanti 6.1 | 56.0 | 75 | | | F | 8.29 | |
| | | F | 5.17 | | DD 19 | 19.0 | Montpelier 7.4 | 49.9 | 35 | | | F | 8.50 | |
| | | F | 4.50 | | DD 26 | 26.4 | Adrian 6.2 | 42.5 | 25 | | | F | 9.15 | |
| | | | 4.25 | W | DD 33 | 32.6 | Dickey 8.6 | 36.3 | 50 | D | | | 9.45 | |
| | | F | 3.55 | | DD 41 | 41.2 | Grand Rapids 7.3 | 27.7 | 75 | | | F | 10.25 | |
| | | De | 3.25 P M | W C Y | DA 88 | 48.5 | La Moure | 20.4 | 124 | D | | Ar† | 11.00 A M | |

SEE CURRENT CARD OF THEW DA 88
CY**La Moure**
5.2**Valley Junction****FARGO & SOUTHWESTERN BRANCH.**

| | | | | | | | | | | | | | | |
|--|--|----|------------------|----------|-------|------|-------------------------------|------|----|---|--|----|------------------|--|
| | | | See 104 page 5 | Y | DA 83 | 53.7 | Valley Junction 7.7 | 15.2 | 35 | | | De | 12.20 P M | |
| | | Ar | 2.55 P M | | | | | | | | | | | |
| | | F | 2.23 | | DD 62 | 61.4 | Glover 7.5 | 7.5 | 40 | | | F | 12.47 | |
| | | De | 1.55 P M | W C T | DD 69 | 68.9 | Oakes | 0.0 | 40 | D | | Ar | 1.15 P M | |
| | | | MON. WED. & FRI. | | | | | | | | | | MON. WED. & FRI. | |

†—Meals. 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 Branch.

T. C. COMSTOCK, Trainmaster, Jamestown.

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.

C. J. WILSON, Superintendent, Jamestown.

COOPERSTOWN BRANCH.

Central or 90th Meridian Time.

West Bound.**East Bound.**

| | | ACCOMMODATION No. 111 | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Sanborn | Time Card No. 2 November 29th, 1896 Succeeding No. 32 | | | | Capacity of Side Tracks | Telegraph Offices | ACCOMMODATION No. 112 | |
|--|--|-----------------------|------------|--------------------------------------|-----------------|-----------------------|---|------|------|---|-------------------------|-------------------|-----------------------|--|
| | | Second Class | | | | | STATIONS | | | | | | Second Class | |
| | | EX. SUNDAY | | | | | | | | | | | EX. SUNDAY | |
| | | De | 2.15 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 | 3.00 | | DC 9 | 9.1 | Odell 3.0 | 27.4 | 24 | | | F | 10.12 | |
| | | | | | DC 12 | 12.1 | Booth 5.7 | 24.4 | Spur | | | | | |
| | | | 3.40 | | DC 18 | 17.8 | Dazey 8.7 | 18.7 | 32 | D | | | 9.30 | |
| | | | 4.25 | W | DC 28 | 26.5 | Hannaford 10.0 | 10.0 | 10 | D | | | 8.47 | |
| | | Ar | 5.15 P M | C Y | 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.

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

Cooperstown Branch trains will protect themselves against Main Line trains between Sanborn Passenger Depot and Junction Switch.

T. C. COMSTOCK, Trainmaster, Jamestown.

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.

C. J. WILSON, Superintendent, Jamestown.

JAMESTOWN AND NORTHERN BRANCH.

West Bound.

Central or 90th Meridian Time.

East Bound.

| | | | | MIXED No. 131 | | | | Time Card No. 2 November 29. h, 1896 Succeeding No. 32 | | | | MIXED No. 132 | | | |
|--|--|--|--|-------------------|-----------|-----|--------|--|--------------|-------|------|-------------------|-----|-------------------|--|
| | | | | Second Class | | | | STATIONS | | | | Second Class | | | |
| | | | | EX. SUNDAY | | | | | | | | EX. SUNDAY | | | |
| | | | | De | 8.00 A M | WC | 409 | 0.0 | Jamestown | 108.7 | 200 | N | Ar | 4.45 P M | |
| | | | | F | 8.25 | ST | DE 7 | 6.4 | Parkhurst | 102.3 | 61 | | F | 4.15 | |
| | | | | F | 8.55 | | DE 14 | 13.4 | Buchanan | 95.3 | 31 | | F | 3.45 | |
| | | | | | 9.25 | | DE 21 | 21.2 | Pingree | 87.5 | 64 | | | 3.10 | |
| | | | | F | 9.53 | W | DE 28 | 27.8 | Edmunds | 80.9 | 21 | | F | 2.40 | |
| | | | | | 10.22 | | DE 35 | 34.5 | Melville | 74.2 | 45 | D | | 2.10 | |
| | | | | Ar† | 11.00 A M | Y C | DE 44 | 43.5 | Carrington | 65.2 | 236 | D | | 1.30 M 131 | |
| | | | | De | 1.30 P M | | DE 48 | 48.0 | Guptill | 61.7 | Spur | | | | |
| | | | | F | 2.00 | | DE 51 | 51.9 | Barlow | 56.8 | 24 | | F | 12.45 | |
| | | | | | 2.30 | W | DE 60 | 59.6 | New Rockford | 49.1 | 50 | D | De | 12.15 P M | |
| | | | | | 3.10 | | DE 71 | 70.7 | Sheyenne | 38.0 | 24 | D | Ar† | 11.20 A M | |
| | | | | | 3.44 | W | DE 79 | 79.4 | Oberon | 29.3 | 24 | D | | 10.35 | |
| | | | | F | 4.00 | | DE 83 | 83.3 | Lallie | 25.4 | 24 | | F | 9.32 | |
| | | | | | 4.26 | Y | DE 90 | 90.2 | Minnewaukan | 18.5 | 60 | D | | 9.05 | |
| | | | | F | 5.00 | | DE 99 | 98.7 | Brinsmade | 10.0 | 40 | | F | 8.24 | |
| | | | | Ar | 5.40 P M | W | DE 108 | 108.4 | Leeds | 0.3 | 40 | D | De | 7.45 A M | |
| | | | | | | CT | | | | | | | | | |
| | | | | | | | DE 109 | 108.7 | End of Track | 0.0 | | | | EX. SUNDAY | |
| | | | | | | | | | | | | | | | |
| | | | | MIXED No. 141 | | | | SYKESTON BRANCH | | | | MIXED No. 142 | | | |
| | | | | Second Class | | | | STATIONS | | | | Second Class | | | |
| | | | | MON., WED. & FRI. | | | | | | | | MON., WED. & FRI. | | | |
| | | | | De | 11.15 A M | Y | DE 44 | 0.0 | Carrington | 13.0 | 236 | D | Ar | 1.10 P M | |
| | | | | F | 11.40 A M | | DF 7 | 6.7 | Ross | 6.3 | 10 | | F | 12.45 | |
| | | | | Ar | 12.10 P M | W Y | DF 13 | 12.6 | Sykeston | 0.4 | 80 | D | De | 12.20 P M | |
| | | | | | | | | 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.

T. C. COMSTOCK, Trainmaster,
Jamestown.

No. 141 has right of track to Sykeston.

C. J. WILSON, Superintendent,
Jamestown.

| COMMERCIAL SPURS. | |
|---------------------------------|--------------------------|
| Distance from Fargo. | |
| Munger's | 29½ Miles |
| Baird | 54½ " |
| Distance from Jamestown. | |
| Bismarck Penitentiary Spur | 99 Miles |
| Bismarck Water Works Spur | 102 " |
| Jamestown & Northern | |
| Farquer | 39 miles from Jamestown |
| Garland | 47 " " " (Sykeston Bch.) |

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. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. F. E. SALVAGE, Wheatland.
 DR. E. A. PRAY, Valley City (S).
 DR. L. S. PLATON, Cooperstown.

DR. J. A. RANKIN, Jamestown (S).
 DR. J. M. H. STOVER, LaMoure.
 DR. H. W. MIRACLE, Edgeley.
 DR. H. P. BOARDMAN, Oakes (S).
 DR. C. McLACHLAN, New Rockford.
 DR. J. O. BROWN, Minnewaukan (S).
 DR. L. C. SMITH, Steele.
 DR. F. R. SMYTH, 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.