

# NORTHERN PACIFIC RAILWAY COMPANY.

---

## DAKOTA DIVISION

---

**No. 4**

**TIME TABLE**

**No. 4**

TO TAKE EFFECT AT 2:00 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

**SUNDAY, APRIL 25th, 1897.**

---

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, 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.

C. J. WILSON,  
Superintendent.

**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 Table No. 4 April 25th, 1897. Succeeding No. 3.	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1	
Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY							First Class DAILY	
De 7.30	A M M 2 DT	De 5.30	P M	De 3.00	P M	WC STY	316		0.0	1	De 12.55	A M
7.55		5.55		3.20			320		5.3	161	F	1.09
8.10		6.06		3.29			324		8.3	255	*	1.15
8.30		6.22		3.42	M 60	W	328		12.5	384		1.23
8.43		6.32		3.48			331		14.9	460	*	1.27
8.58		6.42		3.58			334		17.9	550		
Ar 9.10		6.50		4.05			336		20.1	617		1.36
De 9.50		7.09		4.16			339		23.9	731		
10.05		7.22		4.28		W	342		26.6	813	F	1.48
10.25	M 54	7.40		4.45		W	346		30.4	926	*	1.55
10.50		8.09		5.10			352		36.2	1102		2.06
11.20		8.38		5.29		W	358		42.1	1279		2.18
11.50	A M	9.05	M 58	5.45			363		47.6	1447	F	2.30
12.25	P M M 60	9.30		6.07			368		52.3	1586	*	2.42
12.55		10.00		6.35		WC	374		57.9	1758		2.55
1.30		10.25		7.00			379		62.8	1908	F	3.08
2.09		10.40		7.11			381		65.6	1993		
2.22		10.56		7.25	M 58	W Y	385		69.1	2097		3.21
2.45		11.14		7.40			389		72.8	2218	F	3.32
3.06		11.40		8.00			394		78.1	2375	*	3.43
3.36		11.59	P M	8.15			398		82.1	2495	F	3.53
4.00		12.25	A M	8.39			403		88.1	2676	*	4.09
4.33		Ar 12.45	A M	Ar 9.00	P M	WC ST	409		92.8	2823	Ar	4.20 A M M 2
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—Wyc.

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 must 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.

**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 Table No. 4. April 25th, 1897. Succeeding No. 3.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT. No. 58.	WAY FREIGHT No. 60		
First Class DAILY						Third Class DAILY			Third Class DAILY		Third Class EX. SUNDAY
Ar	7.50 A M	92.8	Fargo 5.3	500	N	Ar	12.15 P M	Ar	12.15 A M	Ar	4.55 P M
F	7.35 M 59 D T	87.5	Haggart 3.0	59			11.50 A M		11.50 P M		4.25
*	7.28	84.5	Canfield 4.2	43			11.36		11.38		4.04
	7.19	80.3	Mapleton 2.4	127	D		11.22		11.22	De	3.42 M 53
*	7.14	77.9	Greene 3.0	71			11.13		11.13	Ar	3.37
		74.9	Dalrymple 2.2	44			11.03		11.02		3.00
	7.02	72.7	Casselton 3.8	160	N		10.55		10.53		2.50
		68.9	Sidney 2.7	26			10.38		10.38		2.10
	6.48	66.2	Wheatland 3.8	124	D		10.25 M 59		10.28		1.55
*	6.40	62.4	Magnolia 5.8	41			10.10		10.13		1.39
	6.29	56.6	Buffalo 5.9	193	N		9.53		9.51		1.15
	6.16	50.7	Tower City 5.5	105	D		9.33		9.28		12.50
F	6.06	45.2	Oriska 4.7	91	D		9.15		9.05 M 55		12.25 P M M 59
*	5.53	40.5	Alta 5.6	55			8.49		8.44		11.59 A M
	5.40	34.9	Valley City 4.9	144	N		8.23		8.16		11.30
F	5.26	30.0	Berea 2.8	65			8.00		7.52		10.40
		27.2	Hobart 3.5	25			7.48		7.40		10.30
	5.15	23.7	Sanborn 3.7	211	N		7.35		De 7.25 M 53 Ar 7.20		10.15
F	5.06	20.0	Eckelson 5.3	34	D		7.15		7.03		9.59
*	4.55	14.7	Urbana 4.0	38			6.55		6.38		9.33
F	4.45	10.7	Spiritwood 6.0	76	D		6.40		6.20		9.13
*	4.31	4.7	Bloom 4.7	55			6.15		5.55		8.47
De	4.20 A M M 1	0.0	Jamestown	200	N	De	5.50 A M	De	5.30 P M	De	8.20 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.  
Freight Trains authorized to carry passengers, with permits, will be designated by bulletin.  
All car doors must be kept closed while in trains.

**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 Table No. 4 April 25th, 1897 Succeeding No. 3		Distance from Jamestown	Pole No.	PACIFIC MAIL No. 1	
Third Class		Second Class				STATIONS				First Class	
DAILY		DAILY								DAILY	
De	7.15 A M	De	9.20 P M	W C S T	409	Jamestown	7.0	2823	De	4.25 A M M 2	
	7.55		9.49		416	Eldridge	9.2	3047	F	4.43 M 54	
	8.45		10.25	W	425	Windsor	3.9	3327	F	5.07	
	9.03		10.37		429	Cleveland	8.5	3441	*	5.14	
	9.38		11.05		438	Medina	8.2	3705	F	5.30	
	10.10		11.30	W	446	Crystal Springs	8.0	3949	F	5.46	
	10.40		11.55 P M		454	Tappen	5.5	4188	F	6.02	
	11.15 A M		12.20 A M	W C	459	Dawson	7.9	4355		6.13	
	12.03 P M M 58		12.55 M 54		467	Steele	6.5	4594		6.29	
	12.29		1.15		474	Geneva	4.5	4794	*	6.42	
	12.45	Ar De	1.37 1.42 M 2	W 3/4 miles west	478	Driscoll	7.5	4924	F	6.52	
	1.10		2.08		486	Sterling	6.2	5151	F	7.06	
	1.35		2.28		492	McKenzie	5.2	5340	F	7.18	
	1.55		2.45		497	Burleigh	5.3	5469	F	7.28	
	2.20		3.07		506	Apple Creek	7.5	5767	*	7.40	
Ar De	2.45 3.45		3.30	W T	510	Bismarck	5.8	5888		7.55 M 58	
Ar	4.15 P M	Ar	4.00 A M	W C S T	515	Mandan		6054	Ar	8.10 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 Devil's Lake Junction one mile west of Jamestown. The speed of trains must not exceed six (6) miles per hour between Devil's Lake Junction and Jamestown passenger depot.

**DAKOTA DIVISION—Second District.**

Central or 90th Meridian Time.

East Bound.

		ATLANTIC MAIL No. 2	Distance from Mandan	Time Table No. 4 April 25th, 1897. Succeeding No. 3.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54			WAY FREIGHT No. 58.		
		First Class DAILY		STATIONS			Third Class DAILY	Third Class DAILY				
		Ar 4.15 A M M 1	106.7	Jamestown 7.0	200	N	Ar 5.10 A M			Ar 4.15 P M		
		F 3.54	99.7	Eldridge 9.2	81		De 4.43 M 1 Ar 4.38			3.45		
		F 3.36	90.5	Windsor 3.9	80	D	4.00			3.05		
		* 3.28	86.6	Cleveland 8.5	47		3.45			2.45		
		F 3.10 P 54	78.1	Medina 8.2	50		De 3.10 2 P Ar 3.05			2.09		
		F 2.53	69.9	Crystal Springs 8.0	92	D	2.31			1.35		
		F 2.35	61.9	Tappen 5.5	59		1.58			1.00		
		2.23	56.4	Dawson 7.9	91	N	1.35			12.37		
		2.06	48.5	Steele 6.5	123	D	De 12.55 M 53 Ar 12.50			12.03 P M M 55		
		* 1.52	42.0	Geneva 4.5	31		12.26			11.35 AM		
		F 1.42 M 53	37.5	Driscoll 7.5	41		12.13 A M			11.19		
		F 1.24	30.0	Sterling 6.2	82	N	11.50 P M			10.45		
		F 1.10	23.8	McKenzie 5.2	42		11.17			10.17		
		F 1.00	18.6	Burleigh 5.3	52		11.02			9.55		
		* 12.47	13.3	Apple Creek 7.5	45		10.42			9.25		
		12.30	5.8	Bismarck 5.8	188	D	10.20			De 9.00 M 1 Ar 7.30		
		De 12.15 A M	0.0	Mandan	450	N	De 9.50 P 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 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.

Freight trains authorized to carry passengers, with permits, will be designated by bulletin.  
All car doors must be kept closed while in trains.

FARGO & SOUTHWESTERN BRANCH.

West Bound.

Central or 90th Meridian Time.

East Bound.

MIXED No. 121 (J.R.and O. Bch. 121) Second Class Tue., Thur. & Sat.		MIXED No. 103 Second Class EX. SUNDAY		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 4 April 25th, 1897 Succeeding No. 3			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 104 Second Class EX. SUNDAY		MIXED No. 122 (J.R.and O. Bch. 122) Second Class MON., WED. & FRI.	
STATIONS		STATIONS					STATIONS									
De	8.05 A M	WC	316	0.0			Fargo	109.9	500	N	Ar	4.45 P M				
F	8.25	DA	4	4.2			Cotters	105.7	36		F	4.20				
	8.50	W	DA 11	10.7			Horace	99.2	40	D		3.55				
F	9.20	DA	16	16.2			Warren	93.7	31		F	3.30				
	9.35	DA	19	19.4			Davenport	90.5	39	D		3.15				
F	9.58	DA	25	25.3			Woods	84.6	24		F	2.45				
	10.15	W	DA 26	29.2			Leonard	80.7	37	D		2.25				
F	10.35	DA	34	35.5			Coburn	74.4	39		F	2.00				
	11.10	DA	42	41.7			Sheldon	68.2	120	D		1.35				
F	11.50 A M	DA	50	50.7			Buttzville	59.2	33		F	12.55				
Ar†	12.15 P M	WC	DA 56	56.4			Lisbon	53.5	79	D	De	12.30 P M				
De	1.00	T	DA 63	64.0			Elliot	45.9	30		Ar†	11.50 A M				
F	1.30	DA	69	68.9			Englevale	41.0	37	D		10.55				
	1.50	DA	77	76.8			Verona	33.1	38		F	10.25				
							Valley Junction	26.9	40			10.00				
De	12.10 A M	Y	DA 83	83.0			La Moure	21.7	134	D		9.30				
Ar	12.35 A M	WY	DA 88	88.2			Berlin	11.7	37		F	8.40				
							Medberry	5.6	37		F	8.20				
							Edgeley	0.3	60	D	De	8.00 A M				
							End of Track	0.0								

See Page 6.

Ar 2.55 P M M 103  
De 2.15 P M

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 Branch.

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 approaching and passing all stations.

All car doors must be kept closed while in trains.

**JAMES RIVER AND OAKES BRANCHES.**

West Bound.

Central or 90th Meridian Time.

East Bound.

				MIXED No. 121			Time Table No. 4 April 25th, 1897 Succeeding No. 3				MIXED No. 122				
				Second Class			STATIONS				Second Class				
				TUE. THUR. & SAT.							MON. WED. & FRI.				
			Ar	3.50	A M	WC TS	409	0.0	Jamestown	68.9	200	N	De	9.15	A M
			F	3.05			DD 13	12.9	Ypsilanti	56.0	75		F	10.00	
			F	2.45			DD 19	19.0	Montpelier	49.9	35		F	10.25	
			F	2.15			DD 26	26.4	Adrian	42.5	25		F	11.00	
				1.45		W	DD 33	32.6	Dickey	36.3	50	D		11.30	A M
			F	1.15			DD 41	41.2	Grand Rapids	27.7	75		F	12.05	P M
			De	12.50	A M	W CY	DA 88	48.5	La Moure	20.4	124	D	Ar†	12.45	P M

SEE CURRENT TIME TABLE OF THE

See page 5.

FARGO & SOUTHWESTERN BRANCH.

			Ar	12.10	A M	Y	DA 83	53.7	Valley Junction	15.2	35		De	2.55	P M
			F	11.40	P M		DD 62	61.4	Glover	7.5	40		F	3.25	
			De	11.10	P M	W CT	DD 69	68.9	Oakes	0.0	40	D	Ar	3.55	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.

Special attention is called to rules 128 and 131, which also govern trains at water tanks 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.

**COOPERSTOWN BRANCH.**

Central or 90th Meridian Time.

West Bound.

East Bound.

				MIXED No. 111			Time Table No. 4 April 25th, 1897 Succeeding No. 3				MIXED No. 112				
				Second Class			STATIONS				Second Class				
				EX. SUNDAY							EX. SUNDAY				
			De	11.30	A M	Y	385	0.0	Sanborn	36.5	128	N	Ar	10.05	A M
							DC 6	5.8	Lowry	30.7	Spur				
			F	12.10	P M		DC 9	9.1	Odell	27.4	24		F	9.20	
							DC 12	12.1	Booth	24.4	Spur				
			Ar†	12.45			DC 18	17.8	Dazey	18.7	32	D		8.35	
			De	1.15					Hannaford	10.0	10	D		7.55	
				2.00		W	DC 28	26.5	Cooperstown	0.0	123	D	De	7.10	A M
			Ar	2.45	P M	CY	DC 36	36.5							
				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.

Special attention is called to rules 128 and 131, which also govern trains at water tanks 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.

**DEVIL'S LAKE BRANCH.**

West Bound.

Central or 90th Meridian Time.

East Bound.

						MIXED No. 131	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 4 April 25th, 1897. Succeeding No. 3.	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 132		
						Second Class EX. SUNDAY								STATIONS		Second Class EX. SUNDAY.
						De	7.45 A M	WC ST	409	0.0	Jamestown 6.4	108.7	200	N	Ar	4.45 P M
						F	8.15		DE 7	6.4	Parkhurst 7.0	102.3	61		F	4.15
						F	8.45		DE 14	13.4	Buchanan 7.8	95.3	31		F	3.45
							9.17		DE 21	21.2	Pingree 6.6	87.5	64			3.10
						F	9.45	W	DE 28	27.8	Edmunds 6.7	80.9	21		F	2.40
							10.22		DE 35	34.5	Melville 9.0	74.2	45	D		2.10
						Ar†	11.00 A M	YC	DE 44	43.5	Carrington 3.5	65.2	236	D		1.30 M 131
						De	1.30 P M M 132		DE 48	48.0	Guptill 4.9	61.7	Spur			
						F	2.00		DE 51	51.9	Barlow 7.7	56.8	24		F	12.45
							2.30	W	DE 60	59.6	New Rockford 11.1	49.1	50	D	De	12.15 P M
							3.10		DE 71	70.7	Sheyenne 8.7	38.0	24	D	Ar†	11.20 A M
							3.50	W	DE 79	79.4	Oberon 3.9	29.3	24	D		10.20
						F	4.10		DE 83	83.3	Lallie 6.9	25.4	24			9.40
							4.35	Y	DE 90	90.2	Minnewaukan 8.5	18.5	60	D	F	9.05
						F	5.15		DE 99	98.7	Brinsmade 9.7	10.0	40		F	7.50
						Ar	6.00 P M	W CT	DE 108	108.4	Leeds 0.3	0.3	40	D	De	7.00 A M
						EX. SUNDAY.			DE 109	108.7	End of Track	0.0			EX. SUNDAY.	
						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. 142		
						Second Class MON., WED. & FRI.								STATIONS		Second Class MON., WED. & FRI.
						De	11.15 A M	YC	DE 44	0.0	Carrington 6.7	13.0	236	D	Ar	1.10 P M
						F	11.40 A M		DF 7	6.7	Ross 5.9	6.3	10		F	12.45
						Ar	12.10 P M	W Y	DF 13	12.6	Sykeston 0.4	0.4	80	D	De	12.20 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.  
Devils Lake Branch trains will protect themselves against Main Line trains between Devils Lake Junction and the Passenger Depot at Jamestown.  
Sykeston Branch trains will protect themselves against Devils Lake Branch 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 at water tanks 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.

No. 141 has right of track to Sykeston.



<b>COMMERCIAL SPURS.</b>	
<b>MAIN LINE</b>	
<b>Distance from Fargo.</b>	
Munger's	29½ Miles
Baird	54½ "
<b>MAIN LINE</b>	
<b>Distance from Jamestown.</b>	
Bismarck Penitentiary Spur	99 Miles
Bismarck Water Works Spur	102 "
<b>DEVIL'S LAKE BRANCH</b>	
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. 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.

Railway 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 Railway 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.