

NORTHERN PACIFIC RAILWAY COMPANY.

DAKOTA DIVISION

No. 5A

TIME TABLE

No. 5A

TO TAKE EFFECT AT 2:00 A. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, OCTOBER 10th, 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 and General 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.

West Bound.

FIRST DISTRICT.

WAY FREIGHT No. 59		FREIGHT No. 55		EXPRESS FR'T No. 53		Water Cars Sealers Tables and Wagon	Station Numbers	Time Table No. 5A. October 10th. 1897. Succeeding No. 5.	Distance from Fargo	Pole No.	PACIFIC MAIL No. 1		DAKOTA EX. No. 3	
Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY							STATIONS		First Class DAILY	
De 7.30 A M M 2 D1 Sec 3		De 6.45 P M		De 3.05 P M		WC NTY	316	Fargo 5.3	0.0	1	De 12.55 A M		De 7.20 A M	
7.55		7.11		3.30			320	Haggart 3.0	5.3	161	* 1.09		F 7.35 M 2	
8.07		7.25		3.40			324	Canfield 4.2	8.3	255	* 1.15		F 7.41	
8.25		7.45		3.53		W	328	Mapleton 2.4	12.5	384	F 1.23		7.50	
8.35		8.00 M 54		4.02 M 60			331	Greene 3.0	14.9	460	* 1.27		F 7.55	
8.45		8.15		4.12			334	Dalrymple 2.2	17.9	550			F 8.01	
9.30		Ar 8.41 De 8.46 M 4		4.18			336	Casselton 3.8	20.1	617	1.36		8.06	
9.47		9.05		4.30			339	Sidney 2.7	23.9	731			F 8.14	
10.00		9.17		4.40		W	342	Wheatland 3.8	26.6	813	F 1.49		8.19	
10.18		9.35		4.59		W	346	Magnolia 5.8	30.4	926	* 1.57		F 8.26	
10.50		10.00		5.30			352	Buffalo 5.9	36.2	1102	F 2.08		8.38	
11.30 A M		10.20		5.50		W	358	Tower City 5.5	42.1	1279	F 2.21 M 58		8.51	
12.10 P M M 60		10.40		6.10 M 54		W	363	Oriska 4.7	47.6	1447	* 2.32		9.02	
12.35		11.10		6.31			368	Alta 5.6	52.3	1586	* 2.45		F 9.12	
1.05		11.58 P M M 58		Ar 7.03 De 7.18 M 4		WC	374	Valley City 4.9	57.9	1758	3.00		9.27	
1.55		12.40 A M		7.45			379	Berea 2.8	62.8	1908	* 3.14		F 9.40	
2.10		12.55		7.55			381	Hobart 3.5	65.6	1993			F 9.46	
2.51		1.15		8.07		W Y	385	Sanborn 5.3	69.1	2097	3.26		9.55 M 60	
3.50 M 54		1.43		8.23			389	Eckelson 3.7	74.4	2218	* 3.37		F 10.07	
4.15		2.06		8.38			394	Urbana 4.0	78.1	2375	* 3.46		F 10.14	
4.40		2.28		8.52			398	Spiritwood 6.0	82.1	2495	* 3.55		10.23	
5.16		3.02		9.13 M 58			403	Bloom 4.7	88.1	2676	* 4.08		F 10.35	
Ar 5.45 P M M 4		Ar 3.30 A M		Ar 9.30 P M		WC ST	409	Jamestown	92.8	2823	Ar 4.20 A M M 2		Ar 10.45 A M	
EX. SUNDAY		DAILY		DAILY							DAILY		EX. SUNDAY.	

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 and light engines 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.

NOTE NEW LOCATION OF ECKELSON.

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.

FIRST DISTRICT.

East Bound.

Duluth, Minneapolis & St. Paul Express No. 4		ATLANTIC MAIL No. 2		Distance from Jamestown	Time Table No. 5A, October 10th, 1897. Succeeding No. 5		Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT. No. 58.		WAY FREIGHT No. 60	
First Class EX. SUNDAY		First Class DAILY			STATIONS				Third Class DAILY		Third Class DAILY		Third Class EX. SUNDAY	
Ar 9.35 P M		Ar 7.50 A M		92.8	Fargo 5.3	500	N	Ar 9.00 P M		Ar 5.35 A M		Ar 6.00 P M		
F 9.20		F 7.35 A M DT		87.5	Haggart 3.0	59		8.35		5.05		5.22		
F 9.13		* 7.27		84.5	Canfield 4.2	43		8.24		4.52		5.00		
9.03		7.18		80.3	Mapleton 2.4	127	D	8.09		4.33		4.30		
F 8.58		* 7.13		77.9	Greene 3.0	71		8.00 M 55		4.22		De 4.02 M 53 Ar 3.57		
F 8.51				74.9	Dalrymple 2.2	72		7.48		4.08		3.23		
8.46 M 55		7.02		72.7	Casselton 3.8	160	N	7.40		3.59		3.00		
F 8.37				68.9	Sidney 2.7	26		7.27		3.42		2.33		
8.32		F 6.47		66.2	Wheatland 3.8	124	D	7.17		3.30		2.15		
F 8.28		* 6.38		62.4	Magnolia 5.8	55		7.03		3.13		1.50		
8.10		6.26		56.6	Buffalo 5.9	193	N	6.42		2.47		1.15		
7.57		6.18		50.7	Tower City 5.5	105	D	6.26		De 2.21 M 1 Ar 2.16		12.40		
7.45		* 6.01		45.2	Oriska 4.7	107	N	De 6.10 M 53 Ar 6.05		1.30		12.10 P M M 59		
F 7.35		* 5.50		40.5	Alta 5.6	55		5.40		1.00 A M		11.45 A M		
7.18 M 53		5.35		34.9	Valley City 4.9	144	N	5.00		11.58 P M M 55		11.05		
F 7.05		* 5.21		30.0	Berea 2.8	65		4.30		11.15		10.30		
F 6.58				27.2	Hobart 3.5	25		4.19		11.01		10.14		
6.52		5.08		23.7	Sanborn 5.3	211	N	4.07		10.45		De 9.55 M 3 Ar 9.50		
F 6.40		* 4.58		18.4	Eckelson 3.7	78	D	3.50 M 59		10.20		9.05		
F 6.32		* 4.50		14.7	Urbana 4.0	38		3.34		10.01		8.45		
6.23		* 4.42		10.7	Spiritwood 6.0	76	D	3.18		9.42		8.23		
F 6.10		* 4.30		4.7	Bloom 4.7	55		2.55		De 9.13 M 53 Ar 9.08		7.50		
De 6.00 P M M 59		De 4.20 A M M 1		0.0	Jamestown	400	N	De 2.35 P M		De 8.35 P M		De 7.30 A M		
EX. SUNDAY		DAILY						DAILY		DAILY		EX. SUNDAY		

Trains 3 and 4 will come to a full stop at Fargo shops.

NOTE NEW LOCATION OF ECKELSON.

West Bound.

SECOND DISTRICT.

		WAY FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Weys	Station Numbers	Time Table No. 5A. October 10th, 1897 Succeeding No. 5		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	9.50 P M	WC	409	Jamestown 7.0	0.0	2823	De	4.25 A M M 2	
		7.47			10.22	ST	416	Eldridge 9.2	7.0	3047	F	4.43	
		8.28			11.05	W	425	Windsor 3.9	16.2	3327	F	5.07	
		8.43			11.20		429	Cleveland 8.5	20.1	3441	*	5.14	
		9.18			11.50 P M	W	438	Medina 8.2	28.6	3705	F	5.29	
		9.52			12.17 A M	W	446	Crystal Springs 8.0	36.8	3949	F	5.43	
		10.25			12.45		454	Tappen 5.5	44.8	4188	F	5.57	
		10.55 M 54			1.05	WC	459	Dawson 7.9	50.3	4355		6.12	
		11.27		Ar	1.53		467	Steele 6.5	58.2	4594		6.28	
	De	1.58 M 2		De	2.21		474	Geneva 4.5	64.7	4794	F	6.39	
		11.54 A M			2.37		478	Driscoll 7.5	69.2	4924	F	6.48	
		12.11 P M			3.02	W	486	Sterling 6.2	76.7	5151	F	7.02	
		12.40 M 58			3.24		492	McKenzie 5.2	82.9	5340	F	7.13	
		1.05			3.41		497	Burleigh 5.3	88.1	5469	F	7.22	
		1.25			4.00		506	Apple Creek 7.5	93.4	5767	F	7.32	
		1.45			4.30	W	510	Bismarck 5.8	100.9	5888		7.52 M 54	
	Ar	3.25 P M		Ar	4.55 A M	WC	515	Mandan	106.7	6054	Ar	8.10 A M	
						ST							
		DAILY			DAILY							DAILY	

Conductors will register at Jamestown and Mandan, and must not pass any registering station, which has telegraph service, without an order or clearance.

SECOND DISTRICT.

East Bound.

ATLANTIC MAIL No. 2		Distance from Mandan	Time Table No. 5A. October 10th, 1897. Succeeding No. 5		Capacity of Side Tracks	Telegraph Officers	EXPRESS FR'T No. 54		WAY FREIGHT No. 58.	
First Class DAILY			STATIONS				Third Class DAILY		Third Class DAILY	
Ar	4.10 A M M 1	106.7	Jamestown 7.0	400	N	Ar	2.00 P M	Ar	5.45 P M	
F	3.50	99.7	Eldridge 9.2	90			1.33		5.15	
F	3.30	90.5	Windsor 3.9	94	N		1.00		4.40	
*	3.22	86.6	Cleveland 8.5	47			12.45		4.25	
F	3.05	78.1	Medina 8.2	50			12.15 P M		3.50	
F	2.47	69.9	Crystal Springs 8.0	92	N		11.45 A M		3.18	
F	2.30	61.9	Tappen 5.5	59			11.15		2.46	
	2.15	56.4	Dawson 7.9	98	N		10.55 M 55		2.25	
	1.58 M 53	48.5	Steele 6.5	123	D		10.25		1.53	
F	1.45	42.0	Geneva 4.5	31			10.02		1.27	
F	1.37	37.5	Driscoll 7.5	55			9.46		1.10	
F	1.22	30.0	Sterling 6.2	99	N		9.20		12.40 P M M 55	
F	1.10	23.8	McKenzie 5.2	42			8.50		11.59 A M	
F	1.00	18.6	Burleigh 5.3	52			8.33		11.28	
*	12.50	13.3	Apple Creek 7.5	45			8.17		10.55	
	12.35	5.8	Bismarck 5.8	188	N	De	7.52 M 1	De	10.25	
						Ar	7.47	Ar	9.15	
De	12.15 A M	0.0	Mandan	450	N	De	7.10 A M	De	8.45 A M	
DAILY						DAILY		DAILY		

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.

FARGO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

MIXED No. 121 (J.R. and O. Beh. 121) Second Class Mon., Wed. & Fri.		FREIGHT No. 109 Third Class EX. SUNDAY		PASSENGER No. 103 First Class EX. SUNDAY		Water, Coal, Stables, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 5A October 10th, 1897 Succeeding No. 5	Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 104 First Class EX. SUNDAY		FREIGHT No. 110 Third Class EX. SUNDAY		MIXED No. 122 (J.R. and O. Beh. 122) Second Class MON., WED. & FRI.	
		De	6.30 A M	De	8.05 A M	WCN TY	316	0.0	Fargo 4.2	109.9	500	N	Ar	6.35 P M	Ar	5.50 P M		
			6.50	F	8.15		DA 4	4.2	Cotters 6.5	105.7	30		F	6.21		5.25		
			7.30		8.32	W 1 1/2 Mds West	DA 11	10.7	Horace 5.5	99.2	44	D		6.05		4.45		
			7.58	F	8.46		DA 16	16.2	Warren 3.2	93.7	35		F	5.52		4.10		
			8.20		8.54		DA 19	19.4	Davenport 5.9	90.5	43	D		5.44		3.53		
			8.45	F	9.09		DA 25	25.3	Woods 3.9	84.6	29		F	5.30		3.15		
		Ar	9.14		9.19 P 109	W	DA 26	29.2	Leonard 6.3	80.7	42	D		5.20		2.53		
		De	9.19 103 P		9.34		DA 34	35.5	Coburn 6.2	74.4	31		F	5.05		2.14		
			9.50	F	9.49		DA 42	41.7	Sheldon 9.0	68.2	103	D		4.49		1.35		
			10.50		10.10		DA 50	50.7	Buttville 5.7	59.2	36		F	4.24		12.40		
		Ar	11.55 M 110		10.26	WC	DA 56	56.4	Lisbon 7.6	53.5	79	D		4.08	De	12.05 P M 100		
		De	1.15 P M		10.46 M 110	T	DA 63	64.0	Elliott 4.9	45.9	37		F	3.45	Ar	11.15 M 100	De	10.46 M 103
			2.00	F	10.58		DA 69	68.9	Englevale 7.9	41.0	45	D		3.33	Ar	10.41		
		Ar	3.06	F	11.18		DA 77	76.8	Verona 6.2	33.1	32		F	3.11 M 109		9.20		
		De	3.11 M 104															
		De	2.55 P M M 104		11.34 M 122	Y	DA 83	83.0	Oakes Junction 5.2	26.9	58			2.55 M 121		8.55	Ar	11.29 A M M 103
		Ar	3.30 P M		11.50 A M	WV	DA 88	88.2	La Moure 10.0	21.7	114	D		2.40		8.35	De	11.10 A M
		See Page 6.		F	12.18 P M		DB 10	98.2	Berlin 6.1	11.7	31		F	2.12		7.59		
				F	12.35		DB 16	104.3	Medberry 5.3	5.6	30		F	1.55		7.38		
		Ar	5.40 P M	Ar	12.50 P M	WC T	DB 21	109.6	Edgeley 0.3	0.3	53	D	De	1.40 P M	De	7.20 A M		
		Mon., Wed. & Fri.	EX. SUNDAY	EX. SUNDAY			DB 22	109.9	End of Track	0.0			EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY	MON., WED. & FRI.	

See Page 6.

Conductors will register at Fargo, Oakes 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 Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.

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

JAMES RIVER AND OAKES BRANCHES.

West Bound.

East Bound.

MIXED No. 121				Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 5A October 10th, 1897 Succeeding No. 5				Capacity of Side Tracks	Telegraph Offices	MIXED No. 122				
Second Class							STATIONS						Second Class				
MON. WED. & FRI.				WC ST	409	0.0	Jamestown				400	N	MON. WED. & FRI.				
Ar	7.30 P M									12.9			68.9				
F	6.35				DD 13	12.9	Ypsilanti	56.0	95				F	7.48			
F	6.05				DD 19	19.0	Montpelier	49.9	32				F	8.10			
F	5.35			W	DD 26	26.4	Adrian	42.5	22				F	8.40			
	4.50			W	DD 33	32.6	Dickey	36.3	39	D				9.20			
F	4.05				DD 41	41.2	Grand Rapids	27.7	69				F	10.05			
De	3.30 P M			W Y	DA 88	48.5	La Moure	20.4	114	D			Ar	10.40 A M			
SEE CURRENT TIME TABLE OF THE							La Moure				See page 5.						
See page 5.							Oakes Junction (Oakes Branch.)				FARGO & SOUTHWESTERN BRANCH.						
Ar	2.55 P M			Y	DA 83	53.7	Oakes Junction	15.2	58				De	11.34 A M			
	See 104 Page 5						7.7										
F	2.15				DD 62	61.4	Glover	7.5	42				F	12.10 P M			
							7.5										
De	1.40 P M			W CT	DD 69	68.9	Oakes	0.0	72	D			Ar	12.40 P M			
MON. WED. & FRI.											MON. WED. & FRI.						

Conductors will register at Jamestown, La Moure, Oakes Junction and Oakes and must not pass any registering station, which has telegraph service, without an order or clearance. The switches at Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.

COOPERSTOWN BRANCH.

West Bound.

East Bound.

MIXED No. 113				Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 5A October 10th, 1897 Succeeding No. 5				Capacity of Side Tracks	Telegraph Offices	MIXED No. 114				
Second Class							STATIONS						Second Class				
EX. SUNDAY				Y <th rowspan="2">385 <th rowspan="2">0.0 <th colspan="4">Sanborn</th> <th rowspan="2">211 <th rowspan="2">N <th colspan="4">EX. SUNDAY</th> </th></th></th></th>	385 <th rowspan="2">0.0 <th colspan="4">Sanborn</th> <th rowspan="2">211 <th rowspan="2">N <th colspan="4">EX. SUNDAY</th> </th></th></th>	0.0 <th colspan="4">Sanborn</th> <th rowspan="2">211 <th rowspan="2">N <th colspan="4">EX. SUNDAY</th> </th></th>	Sanborn				211 <th rowspan="2">N <th colspan="4">EX. SUNDAY</th> </th>	N <th colspan="4">EX. SUNDAY</th>	EX. SUNDAY				
De	10.45 A M									9.5			36.5	211			
F	11.27 A M				DC 9	9.5	Rogers (Odell)	27.0	27				F	8.38			
Ar	12.15 P M				DC 18	17.8	Dazey	18.7	69	D				7.45			
De	12.35						8.7										
	1.23			W Hinds West	DC 28	26.5	Hannaford	10.0	28	D				7.03			
Ar	2.15 P M			CY	DC 36	36.5	Cooperstown	0.0	100	D			De	6.15 A M			
EX. SUNDAY											EX. SUNDAY						

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 just west of Depot at Rogers.

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

West Bound.

DEVIL'S LAKE BRANCH.

East Bound.

MIXED No. 131				Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 5A October 10th, 1897. Succeeding No. 5.			Distance from End of Track	Capacity of Side Tracks	Telegraph Offices	MIXED No. 134			
Second Class EX. SUNDAY							STATIONS						Second Class EX. SUNDAY.			
De	7.30 A M	WC	409	ST	0.0	Jamestown	108.7	400	N	Ar	5.30 P M					
F	7.55		DE 7		6.4	Parkhurst	102.3	33		F	4.55					
F	8.24		DE 14		13.4	Buchanan	95.3	27		F	4.15					
	8.55		DE 21		21.2	Pingree	87.5	42	D		3.34					
F	9.24	W	DE 28		27.8	Edmunds	80.9	24		F	2.57					
	9.54		DE 35		34.5	Melville	74.2	39	D		2.20					
Ar	10.35 AM	WC	DE 44	Y	43.5	Carrington	65.2	123	D	De	1.30	M 131				
De	1.15 PM		DE 48		48.0	Guptill	61.7	16		Ar	12.45					
F	1.40		DE 51		51.9	Barlow	56.8	23		F	12.05 P M					
	2.40	W	DE 60		59.6	New Rockford	49.1	40	D		11.30 A M					
	3.25		DE 71		70.7	Sheyenne	38.0	30	D		10.05					
	4.05	W	DE 79		79.4	Oberon	29.3	37	D		9.35					
F	4.20		DE 83		83.3	Lalie	25.4	30		F	9.05					
	5.15	Y	DE 90		90.2	Minnewaukan	18.5	68	D		8.40					
F	5.51		DE 99		98.7	Brinsmade	10.0	33		F	7.55					
Ar	6.30 P M	W	DE 108	CT	108.4	Leeds	0.3	69	D	De	7.15 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. 144			
Second Class MON., WED. & FRI.							STATIONS						Second Class MON., WED. & FRI.			
De	10.45 A M	WC	DE 44	Y	0.0	Carrington	13.0	123	D	Ar	12.40 P M					
F	11.10		DF 7		6.7	Ross	6.3	Spur 8		F	12.15 P M					
Ar	11.35 A M	WY	DF 13		12.6	Sykeston	0.4	41	D	De	11.50 A M					
	MON., WED. & FRI.				13.0	End of Track	0.0				MON., WED. & FRI.					

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.

No. 141 has right of track to Sykeston.

GENERAL RULES.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

All trains on double track approaching stations at which passenger trains are receiving or discharging passengers must be brought to a FULL STOP with ENGINES OPPOSITE EACH OTHER.

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

Special care must be exercised when approaching all bluffs where slides are liable to occur, and freight brakemen must be on top of train when approaching and passing all stations and bluffs.

Before passing any station freight engineers must obtain signal from rear of train.

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

Engineers of all irregular trains and delayed regular trains must sound a long blast of the whistle approaching obscure curves, to warn trackmen and others.

All car doors must be kept closed while in trains.

At all stations where there is a local spur or siding cars must not be left on passing track without special orders.

SPECIAL REFERENCES.

M--Meet.

P--Pass.

F--Flag Station.

*--Trains do not stop for passengers.

†--Meals.

W--Water.

C--Coal.

S--Scale.

T--Table.

Y--Wye.

D. T.--Double Track.

FULLFACED figures (1, 2, 3, etc.,) denote meeting and passing stations.

D--Day and N--Night and Day telegraph office.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Munger's	29½ Miles
Baird	54½ "
MAIN LINE	
Distance from Jamestown.	
Bismarek Penitentiary Spur	99 Miles
Bismarek Water Works Spur	102 "
DEVIL'S LAKE BRANCH	
Farquer 39 miles from Jamestown	
Garland 47	" " " (Sykeston Beh.)

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, Minnewakan (S).
 DR. J. E. SCHULZ, Steele, N. D.
 DR. F. R. SMYTH, Bismarek (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.