

NORTHERN PACIFIC RAILWAY COMPANY

DAKOTA DIVISION

TIME 22 TABLE

IN EFFECT AT 12:01 A. M. (Central or 90th Meridian Time)

SUNDAY, MAY 3d, 1903

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.

THOMAS COOPER,
Gen'l Manager.
NEWMAN KLINE,
Ass't Gen'l Superintendent.

M. C. KIMBERLY,
Ass't Gen'l Manager.
C. J. WILSON,
Superintendent.

F. W. GILBERT,
Gen'l Superintendent.
I. B. RICHARDS,
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 59	FREIGHT No. 55	FREIGHT No. 53	PASSENGER No. 7	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 22 May 3d, 1903 Succeeding No. 21C	Distance from Jamestown	Capacity of Side Tracks	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 8	FREIGHT No. 54	WAY FREIGHT No. 60
Third Class	Third Class	Second Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Second Class	Third Class
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY				Tel. Offices and Calls			DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
De 6.30 Ar 7.56 De 8.06	De 6.15 P M	De 4.05 P M M 60	De 7.30 A M	De 6.00 A M	De 5.25 P M	WC ST	316	0.0	Fargo 5.3 (D.T.)	92.8	800	Ar 7.00 A M	Ar 10.55 P M	Ar 9.25 P M	Ar 4.15 A M	Ar 4.00 P M M 53
6.55	6.35	4.26	F 7.42	* 6.11	* 5.34		320	5.3	Haggart 3.0	87.5	59	* 6.47 M 59 D T	F 10.40	F 9.11	3.50	3.25
7.10	6.45	4.35	F 7.47	* 6.17	* 5.39		324	8.3	Canfield 4.2	84.5	122	* 6.42	* 10.32	F 9.06	3.40	3.00
7.35	7.00	4.48	7.56	* 6.24	F 5.45	W	328	12.5	Mapleton 2.4	80.3	142	F 6.35	F 10.22	8.58	3.25	2.32
Ar 7.56 De 8.06	7.09	4.55	F 8.01 P 59	* 6.30 M 2	* 5.49		331	14.9	Greene 3.0	77.9	71	* 6.30 M 3	* 10.16	F 8.53	3.17	2.15
8.18	7.20	5.04	*	*	*		334	17.9	Dalrymple 2.2	74.9	72	*	*	*	3.06	1.55
Ar 8.30 De 9.00	7.35	5.10	8.12	6.39	5.57	CT	336	20.1	Casselton 3.8	72.7	225	6.17	10.04	8.43	2.58	1.40
9.50	8.00	5.30	8.24	* 6.50	F 6.08		339	23.9	Sidney 2.7	68.9	26	*	*	*	2.35	1.00
10.15	Ar 8.18 De 8.23 M 8	5.46	F 8.32	* 6.57	* 6.15	W	346	30.4	Wheatland 3.8	66.2	139	F 6.03	9.48	8.30	2.35	1.00
10.59	Ar 9.05 De 9.26 M 4	Ar 6.20 De 6.30 1 P	8.46	* 7.10	F 6.25 P 53		352	36.2	Magnolia 5.8	62.4	70	* 5.55	* 9.40	F 8.23 M 55	2.23	12.35
11.40 A M M 60	9.56	6.53	8.59	* 7.20	F 6.34	W	358	42.1	Buffalo 5.9	56.6	200	F 5.43	9.26 M 55	8.12	2.02	12.10 P M
12.10 P M	10.25	7.15	9.10	* 7.30	* 6.41		363	47.6	Tower City 5.5	50.7	133	F 5.30	F 9.12	8.00	1.42	11.40 A M M 59
12.35	10.50	Ar 7.35 De 7.40 M 8	* 9.21	* 7.40	* 6.48		368	52.3	Oriska 4.7	45.2	129	* 5.19	F 8.58	7.50	1.22	11.10
1.05	Ar 11.15 P M De 12.25 A M M 54	Ar 8.05 De 8.30 M 4	9.33 M 60	7.50	6.57	WC	374	57.9	Alta 5.6	40.5	67	* 5.10	* 8.48	* 7.40 M 53	1.05	10.44
1.45	1.00	9.05	F 9.49	* 8.07	* 7.13 M 8		379	62.8	Valley City 4.9	34.9	164	4.56	8.30 M 53	7.25	12.25 A M M 55	De 10.10 Ar 9.20 M 7
2.00	1.11	9.15	F 9.55	*	*		381	65.6	Berea 2.8	30.0	91	* 4.47	* 8.20	F 7.13 M 1	11.55 P M	8.53
2.25	1.25	9.26	10.02	8.18 M 60	7.23	W Y	385	69.1	Hobart 3.5	27.2	25	*	*	F 7.00	11.46	8.38
2.55	1.55	9.42	F 10.12	* 8.27	* 7.31		390	74.4	Sanborn 5.3	23.7	243	F 4.38	8.08	6.52	11.33	De 8.18 M 3 Ar 7.50
3.15	2.15	9.54	F 10.19	* 8.33	* 7.37		394	78.1	Eckelson 3.7	18.4	93	* 4.29	* 7.58	F 6.40	11.15	7.25
3.40	2.35	10.06	10.27	* 8.40	* 7.43 M 4		398	82.1	Urbana 4.0	14.7	67	* 4.23	* 7.51	F 6.32	11.00	7.10
4.15	3.05	10.25 M 54	F 10.40	* 8.52	* 7.53		403	88.1	Spiritwood 6.0	10.7	143	* 4.17	F 7.43 M 1	6.23	10.45	6.50
Ar 4.40 P M	Ar 3.30 A M M 2	Ar 10.40 P M	Ar 10.50 A M	Ar 9.00 A M	Ar 8.00 P M	WC ST	409	92.8	Bloom 4.7	4.7	67	* 4.08	* 7.30	* 6.10	10.25 M 53	6.22
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY				Jamestown	0.0	650	De 4.00 A M M 55	De 7.20 P M	De 6.00 P M	De 9.50 P M	De 6.00 A M
(10.10)	(9.15)	(6.35)	(3.20)	(3.00)	(2.35)							DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
9.1	10.0	14.3	27.8	30.9	35.9				Time over District			(3.00)	(3.35)	(3.25)	(6.25)	(10.00)
									Average Speed per Hour			30.9	25.9	27.2	14.5	9.03

Registering and bulletin stations—Fargo, Valley City and Jamestown. East bound trains will register arrival at Haggart.

Standard clocks—Fargo and Jamestown.

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 will be governed by interlocking signals at G. N. crossing one-half mile west of Casselton.

Maximum grades: Alta to Valley City. Berea to Valley City. Bloom to Jamestown.

No. 8 will take siding for No. 1.

No. 54 will take siding for No. 53.

Nos. 3 and 4 will stop Sundays on signal at star stations to take on or leave passengers.

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. Double track ends at Fargo Passenger station.

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.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 61		FREIGHT No. 53		PASSENGER No. 7		PASSENGER No. 3		PASSENGER No. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 22 May 3d, 1903 Succeeding No. 21C			Distance from Mandan	Capacity of Side Tracks	PASSENGER No. 2		PASSENGER No. 4		PASSENGER No. 8		FREIGHT No. 54		WAY FREIGHT No. 62	
Third Class		Second Class		First Class		First Class		First Class					STATIONS Tel. Offices and Calls					First Class		First Class		First Class		Second Class		Third Class	
EX. SUNDAY		DAILY		EX. SUNDAY		DAILY		DAILY					DAILY		DAILY		EX. SUNDAY		DAILY		EX. SUNDAY						
De 7.30 AM		De 11.00 PM		De 10.55 AM		De 9.05 AM		De 8.01 PM		WC ST	409	0.0	J	106.7	650	Ar 3.55 AM		Ar 7.10 PM		Ar 5.30 PM		Ar 8.50 PM		Ar 4.30 PM			
8.00		11.30 PM		F 11.10		* 9.23		* 8.17 M54			416	7.0	N	99.7	100	* 3.42		* 6.52		F 5.13		De 8.17 M 1		Ar 3.50			
8.40		12.10 AM		11.30		* 9.45		* 8.33			425	16.2		90.5	121	* 3.27		F 6.32		4.55		7.40		3.65			
8.55		12.22		F 11.38		* 9.52		* 8.38		W	429	20.1	WR	86.6	87	* 3.21		F 6.23		F 4.47		7.27		2.45			
9.29		12.52		11.56 AM		F 10.07		* 8.51		W	438	28.6	MD	78.1	104	* 3.07		6.06		4.29		6.58		2.00			
Ar 10.12 3 P		1.24		F 12.14 PM		* 10.23 P 61		* 9.05		W	446	37.3	N	69.4	92	* 2.53		* 5.48		F 4.12		6.26		1.00			
De 10.28		1.50		12.30 M62		* 10.37		* 9.15			454	44.8		61.9	67	* 2.42		F 5.32		3.56		6.01		De 12.30 M 7			
10.57		2.10		12.41		F 10.47		* 9.23		WC	459	50.3	DO	56.4	118	2.33 M53		5.20		3.45		5.40		De 11.59 AM M61			
Ar 11.20 M62		2.33 M 2		12.57		F 11.01 M 62		F 9.35			467	58.2	N	48.5	148	F 2.21		5.05 P 54		3.28		De 5.10 4 P		De 11.01 M 3			
De 11.50 AM		3.05		1.15		* 11.15		* 9.47			474	66.2	ST	40.5	65	* 2.08		* 4.50		F 3.11		4.25		Ar 10.40			
12.20 P M		3.26		F 1.21 P 61		* 11.21		* 9.51		W 3/4 miles west	478	69.2		37.5	55	* 2.04		* 4.44		F 3.05		4.14		10.05			
1.00		3.33		* 11.35		* 10.02		* 10.02			486	76.7	SG	30.0	99	* 1.53		F 4.30		2.49		3.46		9.20			
Ar 1.15 7 P		3.53		1.50		* 11.46		* 10.11		W	492	82.9	D	23.8	109	* 1.43		F 4.17		2.35 M61		3.23 M61		8.53			
De 1.26		4.09		* 11.56 AM		* 10.19		* 10.19			497	88.1	MZ	18.6	67	* 1.36		* 4.08 M 61		F 2.23		3.05		8.30			
1.59		4.23		* 12.06 P M		* 10.26		* 10.26			506	93.4		13.3	72	* 1.28		* 3.58		F 2.12 M 7		2.49		8.10			
Ar 2.30 M 8		4.36		2.25 M54		12.22		10.40		W	510	100.9		5.8	250	1.17		3.43		2.00		De 2.25 M 7		De 7.35			
De 3.23 M54		4.55		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM		WC ST	515	106.7	BI	0.0	450	De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M		Ar 6.55			
Ar 3.50		5.25 AM		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM		A			N			De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M		De 6.30 AM			
De 4.08 M 4		5.25 AM		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM								De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M					
4.32		5.25 AM		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM								De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M					
Ar 5.10		5.25 AM		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM								De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M					
De 6.00		5.25 AM		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM								De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M					
Ar 6.30 P M		5.25 AM		Ar 2.40 PM		Ar 12.40 P M		Ar 10.55 PM								De 1.05 AM		De 3.25 P M		De 1.45 P M		De 1.50 P M					
EX. SUNDAY		DAILY		EX. SUNDAY		DAILY		DAILY								DAILY		DAILY		EX. SUNDAY		DAILY		EX. SUNDAY			
(11.00)		(6.25)		(3.45)		(3.35)		(2.54)								(2.50)		(3.45)		(3.45)		(7.00)		(10.15)			
9.7		16.6		28.5		29.8		36.8								37.7		28.5		28.5		15.2		10.4			
													Time over District														
													Average Speed per Hour														

Registering and bulletin stations—Jamestown and Mandan.

Standard clocks—Jamestown and Mandan.

Freight Trains enter and leave Jamestown Yard at a point just east of Pipestem River Bridge (the extreme west switch). See Rule 298, "E" and "F."

Maximum Grades Eldridge to Jamestown.

Nos. 3 and 4 will stop Sundays on signal at star stations to take on or leave passengers.

All east-bound trains will clear arriving time of trains 2, 4 and 8 at Jamestown at least ten (10) minutes.

Trains will be governed by interlocking signals at Soo Line crossing 1200 feet west of Mile Post 192 (just west of spur to Penitentiary, 2 1/4 miles east of Bismarck).

FARGO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

FARGO & SOUTHWESTERN BRANCH.			Time Table No. 22 May 3d, 1903 Succeeding No. 21C			Time Table No. 22 May 3d, 1903 Succeeding No. 21C				
FREIGHT No. 109	MIXED No. 123 <small>(J. R. & O. Broch. 123)</small>	PASSENG'R No. 107	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Fargo	Distance from End of Track	Capacity of Side Tracks	PASSENG'R No. 108	MIXED No. 122 <small>(J. R. & O. Broch. 122)</small>	FREIGHT No. 110
Third Class	Second Cl's	First Class						First Class	Second Cl's	Third Class
Mon. Wed. & Fri.	EX. MONDAY	EX. SUNDAY						EX. SUNDAY	EX. SUNDAY	Tue. Thur. & Sat.
De 6.30 A M		De 8.00 A M	WC 8 TY	316	0.0	FO	800	Ar 6.35 P M		Ar 4.30 P M
6.46		F 8.12	DA 4	4.2			30	F 6.22		4.10
6.55		F 8.17	DA 6	6.4			27	F 6.15		3.57
7.10		8.27	DA 11	10.7			44	6.05		3.35
7.30		F 8.40	DA 16	16.2		HC	35	F 5.51		3.05
7.45		8.48	DA 19	19.4			43	5.45		2.50
8.10		F 9.02	DA 25	25.3		DV	29	F 5.30		2.15
8.25		9.11	DA 29	29.2			42	5.20		2.00
8.50		F 9.25	DA 34	35.5		LR	31	F 5.05		1.30
Ar 9.20 De 9.45	107 P	9.40 P	DA 42	41.7		SH	103	4.50		12.57
10.25		F 10.01	DA 50	50.7			36	F 4.28		12.12 P M
Ar 10.50 De 11.45 A M		10.15	DA 56	56.4		LB	79	4.14		11.45 A M
12.17 P M		F 10.34	DA 63	64.0			37	F 3.55		11.10
12.38		10.45 M 110	DA 69	68.9		MB	45	3.43		De 10.45 M 107 Ar 10.25
1.10		F 11.05	DA 77	76.8			32	F 3.24		9.53
1.36 M 122	De 2.30 A M	11.20	DA 83	83.0			58	3.09	Ar 1.05 P M M 109	9.30
Ar 2.00 De 2.55 M 108	Ar 2.50 A M	Ar 11.35 A M M 123 De 12.10 P M	DA 88	88.2		OR	151	2.55 M 109	De 12.45 P M M 107	9.10
3.35	EX. MONDAY See J R & O Card	F 12.38	DB 10	98.2			31	F 2.30	EX. SUNDAY	8.30
3.56		F 12.57	DB 16	104.3			30	F 2.13		8.06
Ar 4.15 P M		Ar 1.10 P M	DB 21	109.6		ED	53	De 2.00 P M		De 7.45 A M
Mon. Wed. & Fri. (9.45)		EX. SUNDAY (5.10)	DB 22	109.9			0.0	EX. SUNDAY (4.35)		Tue. Thur. & Sat. (8.45)
11.2		23.9	Time over District							
			Average Speed per Hour					23.9		12.5

Registering stations—Fargo, Oakes Junction, La Moure and Edgeley.

Bulletin stations—Fargo and Edgeley.

Standard clock—Fargo.

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 Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch.

No. 107 has right over No. 108.

West Bound. JAMES RIVER AND OAKES BRANCHES. East Bound.

MIXED No. 123			Time Table No. 22 May 3d, 1903 Succeeding No. 21C			MIXED No. 122							
Second Cl's	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Jamestown	Distance from End of Track	Capacity of Side Tracks	Second Cl's	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Jamestown	Distance from End of Track	Capacity of Side Tracks	Second Cl's	
EX. MONDAY						EX. SUNDAY						EX. SUNDAY	
Ar 6.30 A M	WC ST	409	0.0			Ar 6.30 A M						De 9.10 A M	
F 5.35		DD 13	12.9									F 9.47	
5.10	W	DD 19	19.0									10.05	
F 4.36		DD 26	26.4									F 10.30	
4.10	W	DD 33	32.6									10.55	
F 3.30		DD 41	41.2									F 11.30 A M	
De 3.00 A M	W Y	DA 88	48.5									Ar 12.05 P M See 107 F & SW	
See Current Time Table of the			La Moure 5.2	Fargo & Southwestern Brch.						Oakes Junction (Oakes Branch)			
Ar 2.30 A M	Y	DA 83	53.7									De 1.05 P M	
F 2.00		DD 62	61.4									F 1.40	
De 1.30 A M EX. MONDAY	W CY	DD 69	68.9									Ar 2.15 P M EX. SUNDAY	
(5.00)												(5.05)	
Time over District						Average Speed per Hour						13.5	
13.7						Registering stations—Jamestown, La Moure, Oakes Junction and Oakes.							
						Bulletin stations—Jamestown and Oakes. Standard clock—Jamestown.							
						The switches at Oakes Junction and La Moure will be set for the Fargo & Southwestern Branch No. 123 has right over No. 122.							

West Bound. CASSETLON BRANCH. East Bound.

MIXED No. 127			Time Table No. 22 May 3d, 1903 Succeeding No. 21C			MIXED No. 128						
Second Class	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Casselton	Distance from End of Track	Capacity of Side Tracks	Second Class	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Casselton	Distance from End of Track	Capacity of Side Tracks	Second Class
Mon., Wed. & Fri.						Tues., Thurs. & Sat.						Tues., Thurs. & Sat.
De 10.00 A M	CT	336	0.0			Ar 12.55 P M						Ar 12.55 P M
F		DG 1	1.4									F
F		DG 4	3.7									F
F 10.25		DG 6	5.7									F 12.27 P M
10.55	W 2 miles west	DG 12	12.2									11.59 A M
F 11.12		DG 17	16.5									F 11.40
F 11.20	W 3 miles west	DG 19	18.6									F 11.30
F		DG 24	24.2									F
11.55 A M		DG 27	27.3									10.50
12.30 P M		DG 32	32.1									10.30
F 12.50	W 3½ miles west	DG 36	36.3									F 10.00
1.30	C	DG 41	40.7									9.30
F 2.10	W ½ mile west	DG 47	47.2									F 8.40
3.15		DG 52	52.4									8.15
Ar 4.00 P M	CY	DG 60	59.7									De 7.30 A M
		DG 61	60.1									
Mon., Wed. & Fri. (6.00)						Time over District						Tues., Thurs. & Sat. (5.25)
						Average Speed per Hour						11.0
9.9						Registering and bulletin stations—Casselton and Marion. Standard clock—Fargo.						
						Casselton Branch trains will protect themselves against Main Line trains between Casselton Passenger Station and Junction Switch.						
						All trains and light engines will come to a full stop before crossing Soo Line at Lucca.						
						All trains and light engines will be governed by interlocking signals at G. N. crossing one-half mile west of Casselton.						

West Bound.		COOPERSTOWN BRANCH.						East Bound.	
MIXED No. 113	Sec'nd Class	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 22 May 3d, 1903 Succeeding No. 21C	Distance from McHenry	Capacity of Side Tracks	MIXED No. 118	Sec'nd Class
EX. SUNDAY	De 8.35 A M	W C Y	385	0.0	STATIONS			Ar 6.30 P M	
	9.12		DC 9	9.5	Tel. Offices and Calls			5.50	
	9.45		DC 18	17.8	Sanborn	62.6	243	5.16	
F 10.00			DC 24	23.3	Rogers	53.1	48	5.16	
	10.18	W 1 1/2 miles West	DC 27	26.5	Dazey	44.8	69	4.54	
F 10.42			DC 32	32.5	Walum	39.3	17	4.42	
Ar 11.00			DC 36	36.5	Hannaford	36.1	41	4.18	
De 11.45			DC 40	40.0	Shepard	30.1	30	4.00	
F 11.59 A M			DC 45	45.5	Cooperstown	26.1	100	3.30	
	12.15 P M	W 2 3/4 miles West	DC 51	50.9	Lovell	22.6	22	3.13	
	12.37		DC 56	56.0	Jessie	17.1	37	2.55	
F 12.58		W 2 1/2 miles West	DC 63	62.6	Binford	11.7	67	2.36	
Ar 1.25 P M		W 4 miles East	DC 63	62.6	Lewis	6.6	13 Spur	De 2.15 P M	
EX. SUNDAY					McHenry	0.0	65		
(4.50)								(4.15)	
12.9								14.7	

Registering stations—Sanborn and McHenry.
 Bulletin station—Sanborn.
 Standard clock—Jamestown.
 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.
 Doubling Track at M. P. 30.

No. 113 has right over 118.

West Bound.		OBERON BRANCH.						East Bound.	
MIXED No. 143	Second Class	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Oberon	Time Table No. 22 May 3d, 1903 Succeeding No. 21C	Distance from Rhodes	Capacity of Side Tracks	MIXED No. 148	Second Class
EX. SUNDAY	De 3.12 P M	W C Y	DE 79	0.0	STATIONS			Ar 9.45 A M	
	3.32		DH 5	5.2	Tel. Offices and Calls			9.25	
	3.52		DH 10	10.2	Oberon	27.6	88	9.05	
	4.25	W 2 miles East	DH 15	15.4	Genin	22.4	25	8.40	
F 4.55			DH 20	20.4	Flora	17.4	25	8.00	
	5.15		DH 24	24.2	Maddock	12.2	40	7.45	
Ar 5.40 P M			DH 28	27.6	Hesper	7.2	25	7.30 A M	
Mon., Wed. & Fri.					Pendennis	3.4	25		
(2.28)					Rhodes	0.0	55		
11.2								(2.15)	
								12.2	

Registering and Bulletin Stations—Oberon and Rhodes.
 Standard Clock—Jamestown.
 Junction Switch at Oberon must be set and locked for D. L. Branch.

West Bound.		DEVILS LAKE BRANCH.												East Bound.	
FREIGHT No. 155	FREIGHT No. 145	PASSENG'R No. 133	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 22 May 3d, 1903 Succeeding No. 21C	Distance from End of Track	Capacity of Side Tracks	PASSENG'R No. 138	FREIGHT No. 146	FREIGHT No. 156				
Third Class	Third Class	First Class				STATIONS			First Class	Third Class	Third Class				
EX. SUN.	Mon. Wed. & Fri.	EX. SUN.	W C S T	409	0.0	Tel. Offices and Calls			EX. SUN.	Tue. Thur. & Sat.	EX. SUN.				
De 7.00 A M	De 8.00 A M	De 9.15 A M	DE 7	6.4	Jamestown	108.7	650	Ar 5.40 P M	Ar 3.45 P M	Ar 5.00 P M					
7.25	8.20	F 9.30	DE 14	13.4	Parkhurst	102.3	33	F 5.25	3.20	4.30					
7.50	8.45	F 9.45	DE 21	21.2	Buchanan	95.3	27	F 5.10	2.55	4.00					
8.20	9.13	10.03	DE 28	27.8	Pingree	87.5	55	4.53	2.25	3.30					
8.45	9.35	F 10.18	DE 35	34.5	Edmunds	80.9	24	F 4.38	2.00	3.05					
9.10	9.59	10.33	DE 44	43.5	Melville	74.2	39	4.23	1.35	2.38					
Ar 9.45	Ar 10.30 A M	10.53 C 145	DE 48	48.2	Carrington	65.2	123	4.03	De 1.00 P M	De 2.00 P M					
De 10.35	See 155 & 133	F 11.04	DE 51	51.9	Guptill	60.5	16	F 3.53	Tue. Thur. & Sat.	12.50					
10.50	See 145 Syk'ton Beh	11.13 P 155	DE 60	59.6	Barlow	56.8	37	3.45	FREIGHT	12.35					
Ar 11.00		FREIGHT	DE 66	65.9	New Rockford	49.1	130	3.28	No. 158	De 12.05 P M					
De 11.20		No. 157	DE 71	70.7	Divide	42.8	18	F 3.14	Third Class	Ar 11.10 A M					
Ar 11.50		Third Class	DE 79	79.4	Sheyenne	38.0	38	3.03	Mon., Wed. and Fri.	10.47					
De 1.00		Tues., Thur. & Sat.	DE 83	83.3	Oberon	29.3	77	2.45	See 156	10.30					
1.25		12.15 P M	DE 90	90.2	Lallie	25.4	30	F 2.35	Ar 9.35 A M	De 10.00 A M					
1.46		F 12.23	DE 99	98.7	Minnewaukan	18.5	100	2.20	9.17	EX. SUNDAY					
Ar 2.30 P M	De 3.00 P M	12.39	DE 108	108.4	Brinsmade	10.0	33	2.01	8.47	See 148 & 158					
M 138	M 138	12.58	DE 109	108.7	Leeds	0.3	69	De 1.40 P M	De 7.30 A M						
EX. SUNDAY	3.15	F 12.23			End of Track	0.0		EX. SUNDAY	Mon., Wed. & Fri.						
See 143 & 157	3.50	12.39						(4.00)	(2.45)	(7.00)					
	4.40	12.58													
	Ar 5.30 P M	Ar 1.20 P M													
	Tues., Thur. & Sat.	EX. SUNDAY													
(7.30)	(2.30)	(4.05)													
10.5	17.4	26.5													

West Bound.		SYKESTON BRANCH.						East Bound.	
MIXED No. 145	Second Cl's	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Carrington	Time Table No. 22 May 3d, 1903 Succeeding No. 21C	Distance from End of Track	Capacity of Side Tracks	MIXED No. 146	Second Cl's
EX. SUN.	Mon., Wed. & Fri.		W C Y	DE 44	0.0	STATIONS		EX. SUN.	See 146 D. L. B.
De 12.15 P M	De 12.15 P M		DF 7	6.7	Tel. Offices and Calls			Ar 11.59 A M	
F 12.40	1.20		DF 13	12.6	Carrington	54.2	123	F 11.30	
F 1.50	2.40		DF 19	19.6	Ross	47.5	Spur 8	11.05	
F 3.05	F 3.05		DF 27	27.3	Sykeston	41.6	41	F 10.25	
F 3.30	F 3.30		DF 32	32.3	Heaton	34.6	30	10.00	
4.20	4.20		DF 38	37.8	Bowdon	26.9	37	F 9.20	
Ar 4.50 P M	Ar 4.50 P M		DF 47	47.2	Chaseley	21.9	23	F 9.00	
Mon., Wed. & Fri.	Mon., Wed. & Fri.		DF 54	53.7	Hurdsfield	16.4	43	8.25	
(4.35)	(4.35)		DF 54	53.7	Goodrich	7.0	23	De 7.45 A M	
11.7	11.7		DF 54	53.7	Denhoff	0.5	43	Tues., Thurs. & Sat.	
					End of Track	0.0		(4.14)	
								12.7	

Registering Stations—Jamestown, Carrington, Denhoff, Oberon and Leeds.
 Bulletin Stations—Jamestown, Denhoff and Leeds.
 Standard Clock—Jamestown.
 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 will come to a Full Stop before crossing Soo Line Track.
 NOTE.—No. 133 has right over No. 138.

Line track, one-half mile west of Carrington, and Great Northern track, west of Depot at Leeds.
 Before crossing the Great Northern track at Leeds, the Crossing Gate must be properly set and fastened. During storm, fog or darkness a red light must be properly displayed on this gate. A red lantern will be used for this purpose and is to be removed as soon as G. N. track is clear and gate locked to (clear) position.
 "G. N. trains will not stop unless gate is set against them."
 Oberon Branch, Junction Switch, is just west of Oberon Water Tank.

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Munger's	29½ Miles
Gorman	54½ "
MAIN LINE	
Distance from Jamestown.	
Bismarck Penitentiary Spur	98½ Miles
Bismarck Military Spur	99½ "
Bismarck Water Works Spur	102¾ "
DEVIL'S LAKE BRANCH.	
Farquer 39 miles from Jamestown	
Garland 47 "	" " " (Sykeston Bch.)
JAMES RIVER & OAKES BRANCH.	
Reeves Spur 6½ miles from Jamestown	

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHER (S).

DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd.
 DR. I. N. WEAR, Fargo (S).
 DR. J. P. AYLEN, Sheldon.
 DR. A. G. PATTERSON, Lisbon (S).
 DR. S. MITCHELL, Mapleton.
 DR. H. J. ROWE, Casselton (S).
 DR. D. T. QUIGLEY, Litchville.
 DR. E. C. BRANCH, Wheatland.
 DR. S. B. CLARK, Buffalo.
 DR. E. A. PRAY, Valley City (S).
 DR. A. A. J. LANG, Sanborn.
 DR. C. L. BRIMI, Cooperstown (S).
 DR. J. A. RANKIN, Jamestown (S).

DR. J. M. H. STOVER, LaMoure.
 DR. H. W. MIRACLE, Edgeley.
 DR. H. P. BOARDMAN, Oakes (S).
 DR. J. R. MCKENZIE, Carrington.
 DR. W. F. HOBART, Denhoff.
 DR. C. McLACHLAN, New Rockford.
 DR. W. M. BARTLEY, Sheyenne.
 DR. JOHN CRAWFORD, Rhodes.
 DR. J. F. WARREN, Leeds.
 DR. W. L. GORDON, Steele.
 DR. F. R. SMYTH, Bismarck (S).
 DR. G. B. FURNESS, Mandan (S).
 DR. H. A. BEAUDAU, Oculist, Fargo.

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 or illness occurring in the discharge of duty.

F. L. BIRDSALL,
Ass't Superintendent.

PIERCE BLEWETT,
Train Master.

W. E. BERNER,
Chief Dispatcher.