

NORTHERN PACIFIC RAILWAY COMPANY

DAKOTA DIVISION

TIME **22-B** TABLE

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

SUNDAY, FEBRUARY 7th, 1904

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.

M. C. KIMBERLY,
Ass't Gen'l Manager.

F. W. GILBERT,
Gen'l Superintendent.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

A. M. BURT,
Superintendent.

I. B. RICHARDS,
Sup't 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 Seals, Tables and Ways	Station Numbers	Distance from Fargo	Time Table No. 22B February 7th, 1904 Succeeding No. 22A	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 6.35 AM M2 D T	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 3.55 P M M 53
7.00	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 9.09	3.50	3.25
7.15	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 9.02	3.40	3.00
7.33	7.00	4.48	7.56	* 6.24	F 5.45	W	328	12.5	Mapleton 2.4	80.3	220	F 6.35	F 10.22	8.53	3.25	2.32
Ar 7.51 De 8.12 7 P	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 8.47	3.17	2.15
			*	*	*		334	17.9	Dalrymple 2.2	74.9	72	*	*	*		
Ar 8.35 De 9.00	7.35	5.10	8.12	6.39	5.58	CT	336	20.1	Cassleton 3.8	72.7	225	6.17	10.04	8.35	2.58	1.40
			*	*	*		339	23.9	Sidney 2.7	68.9	26	*	*	*		
9.50	Ar 8.00 De 8.20 M 8	5.30	8.24	* 6.50	F 6.09		342	26.6	Wheatland 3.8	66.2	219	F 6.05	9.48	8.20 M 55	2.35	1.00
10.15	8.35	5.46	F 8.32	* 6.57	* 6.16	W	346	30.4	Magnolia 5.8	62.4	70	* 5.58	* 9.40	F 8.10	2.23	12.35
10.59	Ar 9.05 De 9.26 M 4	Ar 6.10 De 6.37 1 P	8.46	* 7.10	F 6.27 P 53		352	36.2	Buffalo 5.9	56.6	200	F 5.48	9.26 M 55	7.57	2.02	12.10 P M
11.40 A M M 60	9.56	7.00	8.59	* 7.20	F 6.37	W	358	42.1	Tower City 5.5	50.7	133	F 5.38	9.12	7.43	1.42	11.40 A M M 59
12.10 P M	10.25	Ar 7.20 De 7.30 M 8	9.10	* 7.30	* 6.45		363	47.6	Oriska 4.7	45.2	205	* 5.27	F 8.58	7.30 M 53	1.22	11.10
12.35	10.50	7.50	F 9.21	* 7.40	* 6.54		368	52.3	Alta 5.6	40.5	160	* 5.19	* 8.48	F 7.20	1.05	10.44
1.05	Ar 11.15 P M De 12.25 M 54	Ar 8.10 De 8.30 M 4	9.33 M 60	7.50	7.05 M 8	WC	374	57.9	Valley City 4.9	34.9	179	5.05	8.30 M 53	7.05 M 1	12.25 A M M 55	De 10.10 Ar 9.20 M 7
1.45	1.00	9.05	* 9.49	* 8.07	* 7.18		379	62.8	Berea 2.8	30.0	170	* 4.56	* 8.19	F 6.50	11.55 P M	8.53
			*	*	*		381	65.6	Hobart 3.5	27.2	25	*	*	*		
2.25	1.25	9.26	10.02	8.18 M 60	7.28	W Y	385	69.1	Sanborn 5.3	23.7	243	F 4.47	8.05	6.37	11.33	De 8.18 M 3 Ar 7.50
2.55	1.55	9.42	10.12	* 8.27	* 7.37		390	74.4	Eckelson 3.7	18.4	93	* 4.38	* 7.53	6.26	11.15	7.25
3.15	2.15	9.54	F 10.19	* 8.33	* 7.44 M 4		394	78.1	Urbana 4.0	14.7	67	* 4.33	* 7.44 M 1	F 6.19	11.00	7.10
3.40	2.35	10.06	10.27	* 8.40	* 7.50		398	82.1	Spiritwood 6.0	10.7	230	* 4.27	F 7.33	6.10	10.45	6.50
4.15	3.05	10.25 M 54	F 10.40	* 8.52	* 7.58		403	88.1	Bloom 4.7	4.7	90	* 4.18	* 7.20	F 5.59	10.25 M 53	6.22
Ar 4.40 P M	Ar 3.30 A M	Ar 10.40 P M	Ar 10.50 A M	Ar 9.00 A M	Ar 8.05 P M	WC ST	409	92.8	Jamestown	0.0	650	De 4.10 A M	De 7.10 P M	De 5.50 P M	De 9.50 P M	De 6.00 A M
EX. SUNDAY	DAILY	DAILY	EX. SUNDAY	DAILY	DAILY							DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
(10.10)	(9.15)	(6.35)	(3.20)	(3.00)	(2.40)				Time over District			(2.50)	(3.45)	(3.35)	(6.25)	(10.00)
9.1	10.0	14.3	27.8	30.9	34.8				Average Speed per Hour			32.7	24.7	25.9	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.

Following stations are protected by Yard Limit Signs: Fargo, Casselton, Valley City, Sanborn and Jamestown. See Rule 298 (e) and (f), and Block Rules 8 and 9.

Fargo yard extends from yard limit board west of Fargo and Southwestern Junction to east end of Red River bridge. 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.

Dalrymple, Sidney and Hobart are commercial spurs. See Rule 298 (h). Trains cannot meet or pass there.

Single Track Telegraph Block System Rules are in effect between Jamestown and Haggart. Maximum grades: Alta to Valley City. Berea to Valley City. Bloom to 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. 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.

- Nos. 8 and 4 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. Deraill switches must be kept set and locked for derail when not in use.
- Engineers will not be required to consult register, except at initial or starting point.
- West bound passenger trains will use at least 8 minutes from Alta to Valley City passenger station, and at least 7 minutes from Bloom to Jamestown passenger station.
- East bound passenger trains will use at least 9 minutes from Berea to Valley City passenger station.
- An extra train may pass or run ahead of a third class train without an order to do so, except that the third class train must not be delayed by the extra unless the extra is of more importance than the regular train. In other words, Rule 285 will not apply as between extras and third class trains running in the same direction. The third class trains, upon being passed by extra, will observe Rule 289, and must also be governed by Rule 298 (i).

East bound trains must not leave Haggart until semaphore arm drops to clear position.
West bound trains may enter Block at Haggart without Block clearance if signal shows "clear" and train rights permit it to do so.

SECOND DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 61		FREIGHT No. 53		PASSENGER No. 3		PASSENGER No. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 22B February 7th, 1904 Succeeding No. 22A		Distance from Mandan	Capacity of Side Tracks	PASSENGER No. 2		PASSENGER No. 4		FREIGHT No. 54		WAY FREIGHT No. 62	
Third Class		Second Class		First Class		First Class					STATIONS Tel. Offices and Calls				First Class		First Class		Second Class		Third Class	
TUES., THURS. & SAT.		DAILY		DAILY		DAILY												MON., WED. & FRI.				
De 7.30 A M		De 11.00 P M		De 9.05 A M		De 8.06 P M		WC	409	0.0	J	106.7	650	Ar 4.05 A M		Ar 7.05 P M		Ar 8.50 P M		Ar 4.30 P M		
8.00		11.30 P M		F 9.23		* 8.21 M 54		ST	416	7.0	N	99.7	100	* 3.48		F 6.46		De 8.21 M 1		3.50		
8.40		12.10 A M		F 9.45		* 8.38			425	16.2		90.5	121	* 3.33		F 6.28		7.40		3.00		
8.55		12.22		F 9.52		* 8.43		W	429	20.1	WR	86.6	87	* 3.27		F 6.21		7.26		2.38		
9.29		12.52		10.07		* 8.56		W	438	28.6	N	78.1	104	* 3.13		6.03		6.57		1.50		
Ar 10.13 3 P		1.24		F 10.23 P 61		* 9.09			446	37.3	MD	69.4	92	* 2.58		F 5.45		6.26		1.00		
De 10.33		1.50		F 10.37		* 9.19			454	44.8	D	61.9	67	* 2.47		F 5.31		6.01		12.20 P M		
11.50 A M		Ar 2.10		10.47		* 9.27		WC	459	50.3		56.4	118	2.38 M 53		5.20		5.40		11.50 A M		
De 12.37 P M		De 2.38 M 2		11.01 M 62		F 9.38			467	58.2	DO	48.5	148	F 2.26		5.05 P 54		De 5.15 4 P		De 11.01 M 3		
1.25		3.05		* 11.15		* 9.50			474	66.2	N	40.5	65	* 2.13		* 4.50		4.25		10.05		
1.40		3.26		F 11.21		* 9.54		W 3/4 miles west	478	69.2		37.5	55	* 2.08		F 4.44		4.14		9.52		
2.25		3.33		11.35		* 10.05			486	76.7	SG	30.0	99	* 1.57		4.30		3.46		9.20		
Ar 3.05		4.09		11.46		* 10.13		W	492	82.9	N	23.8	109	* 1.46		4.17		3.23 M 64		8.53		
De 3.23 M 54		4.23		F 11.56 A M		* 10.20			497	88.1	MZ	18.6	67	* 1.38		F 4.08 M 61		3.04		8.30		
Ar 3.50		4.36		* 12.06 P M		* 10.27			506	93.4		13.3	72	* 1.30		* 3.58		2.45		8.10		
De 4.08 M 4		4.55		12.22		10.40		W	510	100.9		5.8	250	1.18		3.43		2.20		De 7.35		
4.32		Ar 5.25 A M		Ar 12.40 P M		Ar 10.55 P M		WC	515	106.7	BI	0.0	450	De 1.05 A M		De 3.25 P M		De 1.50 P M		Ar 6.55		
Ar 5.10		Ar 5.25 A M		Ar 12.40 P M		Ar 10.55 P M		ST			A			De 1.05 A M		De 3.25 P M		De 1.50 P M		De 6.30 A M		
De 6.00																						
Ar 6.30 P M																						
TUES., THURS. & SAT.		DAILY		DAILY		DAILY										DAILY		DAILY		DAILY		
(11.00)		(6.25)		(3.35)		(2.49)										(3.00)		(3.40)		(7.00)		
9.7		16.6		29.8		37.9										35.6		29.1		15.2		
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 Windsor to Jamestown.

All east-bound trains will clear arriving time of trains 2 and 4 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 Bismarek).

Derail switches must be kept set and locked for derail when not in use.

East-bound passenger trains will use at least ten minutes from Eldridge to Jamestown Coal Dock.

Enginers will not be required to consult register, except at initial or starting point.

An extra train may pass or run ahead of a third-class train without an order to do so, except that the third-class train must not be delayed by the extra unless the extra is of more importance than the regular train. In other words, Rule 285 will not apply as between extras and third-class trains running in the same direction. The third-class trains, upon being passed by extra, will observe Rule 289, and must also be governed by Rule 298 (i).

FARGO & SOUTHWESTERN BRANCH.

West Bound.

East Bound.

Table with columns for Freight No. 109, Mixed No. 123, Passenger No. 107, Station Numbers, Distance from Fargo, Time Table No. 22B, Passenger No. 108, Mixed No. 122, and Freight No. 110. Includes station names like Fargo, Cotters, Osgood, Horace, Warren, Davenport, Woods, Leonard, Coburn, Sheldon, Buttzville, Lisbon, Elliott, Englevale, and Verona.

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.

No. 107 has right over No. 108.

Derail switches must be kept set and locked for derail when not in use.

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

Table with columns for Mixed No. 123, Station Numbers, Distance from Oakes, Time Table No. 22B, Passenger No. 122, and Mixed No. 122. Includes station names like Oakes, Glover, Oakes Junction, La Moure, Grand Rapids, Dickey, Adrian, Montpelier, Ypsilanti, and Jamestown.

West Bound. CASSETLON BRANCH. East Bound.

Table with columns for Mixed No. 127, Station Numbers, Distance from Casselton, Time Table No. 22B, Passenger No. 128, and Mixed No. 128. Includes station names like Casselton, Langers, Persis, Myra, Embden, Fabian, Alice, Elizabeth, Lucca, Nome, Eastedge, Kathryn, Hastings, Litchville, Marion, and End of Track.

Registering and bulletin stations—Casselton and Marion. Standard clock—Fargo. All trains and light engines will come to a full stop before crossing Soo Line at Lucca.

West Bound. COOPERSTOWN BRANCH. East Bound.

MIXED No. 113		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Sanborn	Time Table No. 22B February 7th, 1904 Succeeding No. 22A			Distance from McHenry	Capacity of Side Tracks	MIXED No. 118	
Sec'nd Class	EX. SUNDAY				De	Ar	EX. SUNDAY			Sec'nd Class	
De 8.45 A M		W CY	385	0.0	SANBORN	62.6	243	Ar 6.00 P M			
9.19			DC 9	9.5	Rogers	53.1	48	5.25			
9.49			DC 18	17.8	Dazey	44.8	69	4.55			
F 10.02			DC 24	23.3	Walum	39.3	17	F 4.33			
10.20		W 1 1/2 mile West	DC 27	26.5	Hannaford	36.1	41	4.23			
F 10.44			DC 32	32.5	Shepard	30.1	30	F 4.00			
11.05		CT	DC 36	36.5	Cooperstown	26.1	100	3.45			
F 11.23			DC 40	40.0	Lovell	22.6	22	F 3.05			
11.43 A M		W 2 1/2 mile West	DC 45	45.5	Jessie	17.1	37	2.46			
12.05 P M			DC 51	50.9	Binford	11.7	67	2.28			
F 12.28		W 2 1/2 miles West	DC 56	56.0	Lewis	6.6	13 Spur	F 2.09			
Ar 12.55 P M		W 1 mile East	DC 63	62.6	McHenry	0.0	65	De 1.45 P M			
EX. SUNDAY								EX. SUNDAY			
(4.10)								(4.15)			
15								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. DEVILS LAKE BRANCH. East Bound.

PREIGHT No. 155		PREIGHT No. 145		MIXED No. 133		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Jamestown	Time Table No. 22B February 7th, 1904 Succeeding No. 22A			Distance from End of Track	Capacity of Side Tracks	MIXED No. 138		PREIGHT No. 146		PREIGHT No. 156	
Third Class	Third Class	Third Class	Third Class	Second Cl's	EX. SUN.				Second Cl's	Third Class	Third Class			EX. SUN.	Third Class	Third Class			
Tue-Thur & Sat.	Mon. Wed & Fri.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	W C S T	409	0.0	Jamestown	108.7	650	Ar 5.20 P M	Ar 3.30 P M	Ar 4.00 P M					
De 7.00 A M	De 9.00 A M	De 11.00 A M	De 11.15	De 11.15	De 11.15		DE 7	6.4	Parkhurst	102.3	33	F 5.05	3.05	3.35					
7.24	9.21	F 11.15	F 11.31	F 11.31	F 11.31		DE 14	13.4	Buchanan	95.3	27	F 4.50	2.40	3.05					
7.49	9.45	F 11.31	11.48 A M	11.48 A M	11.48 A M		DE 21	21.2	Pingree	87.5	55	4.33	2.10	2.38					
8.18	10.12	F 12.03 P M	F 12.03 P M	F 12.03 P M	F 12.03 P M	W	DE 28	27.8	Edmunds	80.9	24	F 4.18	1.45	2.06					
8.41	10.35	12.17	12.17	12.17	12.17		DE 35	34.5	Melville	74.2	39	4.02	1.20	1.38					
9.06	10.58	12.17	12.17	12.17	12.17		DE 44	43.5	Carrington	65.2	123	3.43	De 12.45 P M	De 1.00 P M	De 1.00 P M	De 1.00 P M	De 1.00 P M	De 1.00 P M	De 1.00 P M
9.40	Ar 11.30 A M	Ar 12.38 P M	De 1.00	De 1.00	De 1.00	C Y	DE 48	48.2	Guptill	60.5	16	F 3.31	Tue-Thur & Sat.	11.57 A M					
10.10	See 133 M 156	See 145 Syk ton Beh	F 1.11	F 1.11	F 1.11	W 1 1/2 mile East	DE 51	51.9	Barlow	56.8	37	3.23		11.40					
10.35			1.19	1.19	1.19		DE 60	59.6	New Rockford	49.1	130	3.06		11.04					
11.25 A M			1.36	1.36	1.36		DE 66	65.9	Divide	42.8	18	F 2.52		10.34					
12.08 P M			F 1.49	F 1.49	F 1.49	W	DE 71	70.7	Sheyenne	38.0	38	2.41		10.11					
12.40			2.00	2.00	2.00	W & Wye	DE 79	79.4	Oberon	29.3	88	2.20	M 153 & 155	De 9.30 A M					
Ar 1.40 P M			2.20	2.20	2.20		DE 83	83.3	Lallie	25.4	30	F 2.06		Mon. Wed. & Fri.					
M 138 133 P			2.57	2.57	2.57		DE 90	90.2	Minnewaukan	18.5	100	1.40		See Oberon Beh. 156					
Tue-Thur & Sat.			3.27	3.27	3.27		DE 99	98.7	Brinsmade	10.0	33	1.05							
See Oberon Beh. 155			Ar 4.00 P M	Ar 4.00 P M	Ar 4.00 P M	W C Y 2 1/4 miles east	DE 108	108.4	Leeds	0.3	69	De 12.30 P M							
			EX. SUNDAY	EX. SUNDAY	EX. SUNDAY		DE 109	108.7	End of Track	0.0		EX. SUNDAY							
(6.40)			(5.00)	(5.00)	(5.00)							(4.50)		(6.30)					
11.9			21.7	21.7	21.7							22.3		12.2					

MIXED No. 145		MIXED No. 146		MIXED No. 156		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Carrington	Time Table No. 22B February 7th, 1904 Succeeding No. 22A			Distance from End of Track	Capacity of Side Tracks	MIXED No. 146			
Second Cl's	Second Cl's	Second Cl's	Second Cl's	Second Cl's	Second Cl's				Second Cl's	Second Cl's							
Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	W C Y	DE 44	0.0	Carrington	54.2	123	Ar 11.59 A M					
De 1.10 P M	De 1.10 P M	De 1.10 P M	De 1.10 P M	De 1.10 P M	De 1.10 P M		DF 7	6.7	Dover	47.5	Spur 8	F 11.30					
F 1.35	F 1.35	F 1.35	F 1.35	F 1.35	F 1.35		W DF 13	12.6	Sykeston	41.6	41	11.05					
2.15	2.15	2.15	2.15	2.15	2.15		DF 19	19.6	Heaton	34.6	30	F 10.25					
F 2.45	F 2.45	F 2.45	F 2.45	F 2.45	F 2.45		C Y DF 27	27.3	Bowdon	26.9	37	10.00					
3.35	3.35	3.35	3.35	3.35	3.35		DF 32	32.3	Chaseley	21.9	23	F 9.20					
F 4.00	F 4.00	F 4.00	F 4.00	F 4.00	F 4.00		DF 38	37.8	Hurdfield	16.4	43	F 9.00					
F 4.25	F 4.25	F 4.25	F 4.25	F 4.25	F 4.25		DF 47	47.2	Goodrich	7.0	23	8.25					
5.15	5.15	5.15	5.15	5.15	5.15		W DF 54	53.7	Denhoff	0.5	43	De 7.45 A M					
Ar 5.45 P M	Ar 5.45 P M	Ar 5.45 P M	Ar 5.45 P M	Ar 5.45 P M	Ar 5.45 P M		C Y	54.2	End of Track	0.0		Tue, Thur. & Sat.					
Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.	Mon., Wed. & Fri.							(4.14)					
(4.35)	(4.35)	(4.35)	(4.35)	(4.35)	(4.35)							12.7					
11.7																	

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, one-half mile west of Carrington.
 Oberon Branch, Junction Switch, is just west of Oberon Water Tank.
 N. P. crossing frog over Great Northern at Leeds has been removed.

West Bound. OBERON BRANCH. East Bound.

MIXED No. 155		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Oberon	Time Table No. 22B February 7th, 1904 Succeeding No. 22A			Distance from Rhodes	Capacity of Side Tracks	MIXED No. 156	
Second Class	EX. SUNDAY				De	Ar	EX. SUNDAY			Second Class	
Tue., Thur. & Sat.	Tue., Thur. & Sat.	W C Y	DE 79	0.0	OBERON	27.6	88	Ar 9.15 A M			
De 2.30 P M			DH 5	5.2	Genin	22.4	25	F 8.55			
F 2.50			DH 10	10.2	Flora	17.4	25	F 8.35			
F 3.10		W 2 miles East	DH 15	15.4	Maddock	12.2	40	8.10			
3.40			DH 20	20.4	Hesper	7.2	25	F 7.30			
F 4.10			DH 24	24.2	Pendennis	3.4	25	F 7.15			
F 4.30		W C Y	DH 28	27.6	Rhodes	0.0	55	De 7.00 A M			
Ar 4.55 P M											
Tue., Thur. & Sat.	Tue., Thur. & Sat.							Mon., Wed. & Fri.			
(2.25)								(2.15)			
11.4								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.
 Derail switches must be left set and locked for derail when not in use.

West Bound.		LINTON BRANCH.				East Bound.		
MIXED No. 173	Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from Linton	Time Table No. 22B February 7th, 1904 Succeeding No. 22A		Distance from McKenzie	Capacity of Side Tracks	MIXED No. 174
Second Cl'ss Tue., Thur. & Sat.				STATIONS Tel. Offices and Calls				Second Cl'ss Mon., Wed. & Fri.
De 7.00 AM	WC Y	DK 45	0.0	Linton 8.0	44.7	94	Ar 4.00 PM	
7.25		DK 37	8.0	Godkin 8.9	35.7	24	3.25	
8.00	W	DK 28	16.9	Hazelton 14.9	27.8	38	2.50	
9.00		DK 13	31.8	Bessoba 12.9	12.9	24	1.50	
Ar 10.00 AM	WC Y	492	44.7	McKenzie 0.0	0.0	109	De 1.00 PM	
Tue., Thur. & Sat.							Mon., Wed. & Fri.	
(3.00)							(3.00)	
14.9							14.9	
<p>Time over District Average Speed per Hour</p>								
<p>Registering Stations—McKenzie and Linton. Bulletin Station—McKenzie. Standard Clock—Mandan. All trains must come to a full stop before crossing the Soo Line at Bessoba. Tracks inside yard limit boards at Linton are used jointly with the Chicago, Milwaukee & St. Paul Railway. All trains will approach this station under full control, expecting to find the Chicago, Milwaukee & St. Paul trains on main track, and while using the tracks will give precedent to Chicago, Milwaukee & St. Paul trains of superior class. Conductors and engineers will provide themselves with a current time table of the James River Division, Chicago, Milwaukee & St. Paul Railway, and while on the joint track be governed by general and special rules contained therein; they will also, while on the joint track, be governed by general and special instructions issued by train dispatcher or superintendent of the Chicago, Milwaukee & St. Paul Railway.</p>								

COMMERCIAL SPURS.	
MAIN LINE	
Distance from Fargo.	
Gorman	54½ Miles
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 Beh.)
JAMES RIVER & OAKES BRANCH.	
Reeves Spur 6½ miles from Jamestown	

**Location of Derail Switches.
DAKOTA DIVISION.**

MAIN LINE—First District.		
STATION	TRACK	WHERE LOCATED
Fargo	Old house track	East end.
Greene	Elevator track	Both ends.
Sidney	Commercial track	Both ends.
Wheatland	House track	East end.
Wheatland	Elevator track, north	East end.
Magnolia	Spur track	East end.
Buffalo	House track	West end.
Buffalo	Elevator track, north	Both ends.
Tower City	House track	West end.
Oriska	House track	East end.
Gorman	Spur track	West end.
Berea	Elevator track	Both ends.
Hobart	Elevator track	Both ends.
Sanborn	Storage track	East end.
Eckelson	Elevator track	Both ends.
Urbana	Elevator track	East end.
Spiritwood	House track	East end.
Bloom	Spur track	East end.
Second District.		
Eldridge	House track	East end.
Windsor	House track	East end.
Medina	House track	West end.
Dawson	House track	West end.
Steele	House track	Both ends.
Geneva	House track	Both ends.
Driscoll	Spur track	West end.
Driscoll Tank	Spur track	West end.
Sterling	House track	East end.
BRANCH LINES.		
Fargo & Southwestern.		
Elliott	House track	East end.
Elliott	Grain spur	East end.
Oakes Junction	North track	West end.
Oakes Junction	South track	West end.
Cooperstown Branch.		
Dazey	House track	East end.
Shepard	Siding	East end.
Binford	Gravel pit	West end.
Devils Lake Branch.		
Carrington	Soo transfer	South end.
New Rockford	House track	North end.
New Rockford	West elevator track	North end.
Brinsmade	House track	North end.

AUTHORIZED SURGEONS, DAKOTA DIVISION.

LOCATION OF STRETCHERS (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. A. J. JAMESON, 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 (S).
DR. C. McLACHLAN, New Rockford.

DR. W. M. BARTLEY, Sheyenne.
DR. JOHN CRAWFORD, Rhodes.
DR. J. F. WARREN, Leeds (S).
DR. T. J. PRYSE, Dawson.
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.