

NORTHERN PACIFIC RAILWAY COMPANY

DAKOTA DIVISION

TIME **22-C** TABLE

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

SUNDAY, APRIL 10th, 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.

H. J. HORN,
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 Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 22C April 10th, 1904 Succeeding No. 22B	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 7.40 A M	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 (B.L.)	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
7.57	6.35	4.26	F 7.42	* 6.11	* 5.34		320	5.3	Haggart 3.0	87.5	59	* 6.47	F 10.40	F 9.09	3.50	3.25
8.07	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 9.01	3.40	3.00
8.20	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	8.51	3.25	2.32
8.35	7.09	4.55	F 8.01	* 6.30 M 2	* 5.49		331	14.9	Greene 3.0	77.9	71	* 6.30 M 3	* 10.16	F 8.45	3.17	2.15
			*	*	*		334	17.9	Dalrymple 2.2	74.9	72	*	*	*		
9.08	7.35	5.10	8.12	6.40	5.58	CT	336	20.1	Casselton 3.8	72.7	225	6.17	10.04	8.32	2.58	1.40
			*	*	*		339	23.9	Sidney 2.7	68.9	26	*	*	*		
9.50	Ar 8.00 De 8.15 M 8	5.30	8.24	* 6.53	F 6.10		342	26.6	Wheatland 3.8	66.2	219	F 6.05	9.48	8.15 M 55	2.35	1.00
10.13	8.35	5.45	F 8.32	* 7.00	* 6.17	W	346	30.4	Magnolia 5.8	62.4	70	* 5.58	* 9.40	F 8.05	2.23	12.35
10.51	Ar 9.05 De 9.26 M 4	6.10	8.46	* 7.12	F 6.29		352	36.2	Buffalo 5.9	56.6	200	F 5.48	9.26 M 55	7.50	2.02	12.01 P M
11.30 A M M 60	9.56	Ar 6.29 De 6.51 P	8.59	* 7.23	F 6.39 P 53	W	358	42.1	Tower City 5.5	50.7	133	F 5.38	9.12	7.35	1.42	11.30 A M M 59
12.09 P M	10.25	Ar 7.10 De 7.20 M 8	9.10	* 7.33	* 6.51		363	47.6	Oriska 4.7	45.2	205	* 5.27	F 8.58	7.20 M 53	1.22	11.03
12.42	10.50	7.39	F 9.21	* 7.43	* 7.03 M 8		368	52.3	Alta 5.6	40.5	160	* 5.19	* 8.48	F 7.03 M 1	1.05	10.40
1.22	Ar 11.15 P M De 12.25 M 5	Ar 8.00 De 8.30 M 4	9.33 M 60	7.53	7.15	WC	374	57.9	Valley City 4.9	34.9	179	5.05	8.30 M 53	6.50	12.25 A M M 55	De 10.10 Ar 9.20 M 7
1.57	1.00	9.05	* 9.49	* 8.10	* 7.25		379	62.8	Berea 2.8	30.0	170	* 4.56	* 8.15	F 6.38	11.55 P M	8.53
			*	*	*		381	65.6	Hobart 3.5	27.2	25	*	*	*		
2.43	1.25	9.26	10.02	8.22 M 60	7.37	W Y	385	69.1	Sanborn 5.3	23.7	243	F 4.47	7.56	6.25	11.33	De 8.22 M 3 Ar 7.50
3.20	1.55	9.42	10.12	* 8.32	* 7.45 M 4		390	74.4	Eckelson 3.7	18.4	93	* 4.38	* 7.45 M 1	6.16	11.15	7.25
3.46	2.15	9.54	F 10.19	* 8.38	* 7.52		394	78.1	Urbana 4.0	14.7	67	* 4.33	* 7.38	F 6.09	11.00	7.10
4.15	2.35	10.06	10.27	* 8.45	* 7.59		398	82.1	Spiritwood 6.0	10.7	230	* 4.27	F 7.30	6.03	10.45	6.50
4.57	3.05	10.25 M 54	F 10.40	* 8.56	* 8.10		403	88.1	Bloom 4.7	4.7	90	* 4.18	* 7.20	F 5.53	10.25 M 53	6.22
Ar 5.30 P M M 8	Ar 3.30 A M	Ar 10.40 P M	Ar 10.50 A M	Ar 9.05 A M	Ar 8.20 P M	WC ST	409	92.8	Jamestown	0.0	650	De 4.10 A M	De 7.10 P M	De 5.45 P M M 59	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
(9.50)	(9.15)	(6.35)	(3.20)	(3.05)	(2.55)				Time over District			(2.50)	(3.45)	(3.40)	(6.25)	(10.00)
9.4	10.0	14.3	27.8	30.1	31.9				Average Speed per Hour			32.7	24.7	25.3	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.

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.

Derail switches must be 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 280, and must also be governed by Rule 298 (i).

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.

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. 22C April 10th, 1904 Succeeding No. 22B			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	First Class				First Class	Second Class	Third Class									
TUES., THURS. & SAT.		DAILY		DAILY		DAILY		STATIONS Tel. Offices and Cuts			DAILY		DAILY		DAILY		MON., WED. & FRI.		
De 7.30 A M	De 11.00 P M	De 9.10 A M	De 8.21 P M	WC 409	0.0	J	0.0	106.7	650	Ar 4.05 A M	Ar 7.05 P M	Ar 9.00 P M	Ar 4.30 P M						
8.00	11.30 P M	F 9.30	* 8.40 M 54	ST 416	7.0	J	7.0	99.7	100	* 3.48	F 6.46	De 8.40 M 1	Ar 8.30	3.53					
8.40	12.10 A M	F 9.55	* 9.00	425	16.2	WR	16.2	90.5	121	* 3.33	F 6.28	7.50		3.63					
8.55	12.22	F 10.02	* 9.06	W 429	20.1	WR	20.1	86.6	87	* 3.27	F 6.21	7.35		2.42					
9.30	12.52	10.16	* 9.17	W 438	28.6	MD	28.6	78.1	104	* 3.13	6.03	7.00		1.55					
Ar 10.21 De 10.41	1.24	F 10.31 P 61	* 9.28	446	37.3	MD	37.3	69.4	92	* 2.58	F 5.45	6.26		1.08					
11.25	1.50	F 10.43	* 9.38	454	44.8	MD	44.8	61.9	67	* 2.47	F 5.31	6.01		12.28 P M					
11.57 A M	Ar 2.10 De 2.38 M 2	10.57	* 9.45	WC 459	50.3	DO	50.3	56.4	118	2.38 M 53	5.20	5.40		11.57 A M					
12.43 P M	3.05	11.15 M 62	F 9.58	467	58.2	ST	58.2	48.5	148	F 2.26	5.05 P 54	De 5.15 Ar 4.55	De 11.15 M 3 Ar 10.40						
1.30	3.26	* 11.29	* 10.10	474	66.2	ST	66.2	40.5	65	* 2.13	* 4.50	4.25	10.05						
1.48	3.33	F 11.34	* 10.14	W 478	69.2	W 3/4 miles west	69.2	37.5	55	* 2.08	F 4.44	4.14	9.52						
2.30	3.50	11.46	* 10.24	486	76.7	SG	76.7	30.0	99	* 1.57	4.30	3.46	9.20						
Ar 3.05 De 3.23 M 54	4.05	11.57 A M	* 10.33	W 492	82.9	SG	82.9	23.8	109	* 1.46	4.17	3.23 M 61	8.53						
Ar 3.50 De 4.08 M 4	4.17	F 12.06 P M	* 10.41	497	88.1	MZ	88.1	18.6	67	* 1.38	F 4.08 M 61	3.04	8.30						
4.32	4.28	* 12.15	* 10.48	506	93.4	A	93.4	13.3	72	* 1.30	* 3.58	2.45	8.10						
Ar 5.10 De 6.00	4.45	12.35	11.03	W 510	100.9	BI	100.9	5.8	250	1.18	3.43	2.20	De 7.35 Ar 6.55						
Ar 6.30 P M	Ar 5.25 A M	Ar 12.55 P M	Ar 11.20 P M	WC 515	106.7	ST	106.7	0.0	450	De 1.05 A M	De 3.25 P M	De 1.50 P M	De 6.30 A M						
TUES., THURS. & SAT.	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	MON., WED. & FRI.						
(11.00)	(6.25)	(3.45)	(2.59)	Time over District				(3.00)	(3.40)	(7.10)	(10.00)								
9.7	16.6	28.5	35.8	Average Speed per Hour				35.6	29.1	14.9	10.7								

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 (c) 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 Bismarck).

Derail switches must be 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.

Engineers 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.

FREIGHT No. 109	MIXED No. 123	PASSENGER No. 107	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Fargo	Time Table No. 22C April 10th, 1904 Succeeding No. 22B	Distance from End of Track	Capacity of Side Tracks	PASSENGER No. 108	MIXED No. 122	FREIGHT No. 110
Third Class	Second Cl's	First Class				STATIONS Tel. Offices and Calls			First Class	Second Cl's	Third Class
Mon., Wed. & Fri.	EX. MONDAY	EX. SUNDAY							EX. SUNDAY	EX. SUNDAY	Tues., Thurs. & Sat.
De 6.30 A M		De 8.30 A M	WCN TY	316	0.0	Fargo	109.9	800	Ar 7.05 P M		Ar 5.00 P M
6.46		F 8.42	DA	4	4.2	Cotters	105.7	30	F 6.52		4.35
6.55		F 8.47	DA	6	6.4	Osgood	103.5	27	F 6.46		4.25
7.10		8.57	DA	11	10.7	Horace	99.2	44	6.35		4.00
7.30		F 9.09	DA	16	16.2	Warren	93.7	35	F 6.22		3.30
7.45		9.15	DA	19	19.4	Davenport	90.5	43	6.15		3.10
8.10		F 9.28	DA	25	25.3	Woods	84.6	29	F 6.00		2.40
8.30		9.36	DA	29	29.2	Leonard	80.7	42	5.51		2.15
9.00		F 9.50	DA	34	35.5	Coburn	74.4	31	F 5.36		1.40
Ar 9.30 De 10.12 10 P		10.02 P 109	DA	42	41.7	Sheldon	68.2	103	5.20		1.05
10.45		F 10.22	DA	50	50.7	Buttville	59.2	36	F 5.00		12.15 P M
Ar 11.10 A M De 12.30 P M		10.38	DA	56	56.4	Lisbon	53.5	79	4.42		11.45 A M
1.03		F 11.00 M 110	DA	63	64.0	Elliott	45.9	37	F 4.20		De 11.00 M 107
1.23		11.14	DA	69	68.9	Englevale	41.0	45	4.07		10.20
1.55		F 11.35	DA	77	76.8	Verona	33.1	32	F 3.48		9.50
2.21	De 2.30 A M	11.50 A M	DA	83	83.0	Oakes Junction	26.9	58	3.33	Ar 1.20 P M	9.28
Ar 2.45 De 3.20 M 108	Ar 2.50 A M	Ar 12.05 P M De 12.35 M 122	DA	88	88.2	La Moure	21.7	151	3.20 M 109	De 12.55 P M M 107	9.05
3.58	EX. MONDAY See J R & O Card	F 1.05	DB	10	98.2	Berlin	11.7	31	F 2.57	EX. SUNDAY	8.30
4.20		F 1.25	DB	16	104.3	Medberry	5.6	30	F 2.43		8.06
Ar 4.40 P M		Ar 1.40 P M	DB	21	109.6	Edgeley	0.3	53	De 2.30 P M		De 7.45 A M
Mon., Wed. & Fri. (10.10)		EX. SUNDAY (5.10)	DB	22	109.9	End of Track	0.0		EX. SUNDAY (4.35)		Tues., Thurs. & Sat. (9.15)
10.8		21.3				Time over District			(4.35)		(9.15)
						Average Speed per Hour			23.9		11.9

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.

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

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

MIXED No. 123	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Oakes	Time Table No. 22F April 10th, 1904 Succeeding No. 22B	Distance from Jamestown	Capacity of Side Tracks	MIXED No. 122
Second Cl's				STATIONS Tel. Offices and Calls			Second Cl's
EX. MONDAY							EX. SUNDAY
De 1.30 A M	W CY	DD 69	0.0	Oakes	68.9	72	Ar 2.30 P M
F 2.00		DD 62	7.5	Glover	61.4	42	F 1.55
Ar 2.30 A M	Y	DA 83	15.2	Oakes Junction	53.7	58	De 1.20 P M
Oakes Junction (Oakes Branch.) 5.2							
See Current Time Table of the Fargo & Southwestern Brch.							
La Moure							
De 3.00 A M	W Y	DA 88	20.4	La Moure	48.5	151	Ar 12.15 P M See 107 F&S M
F 3.30		DD 41	27.7	Grand Rapids	41.2	69	F 11.38 A M
4.10	W	DD 33	36.3	Dickey	32.6	74	10.55
F 4.36		DD 26	42.5	Adrian	26.4	22	F 10.35
5.10		DD 19	49.9	Montpelier	19.0	52	10.10
F 5.35		DD 13	56.0	Ypsilanti	12.9	95	F 9.50
Ar 6.30 A M EX. MONDAY (5.00)	WC ST	409	68.9	Jamestown	0.0	650	De 9.10 A M EX. SUNDAY (5.20)
Time over District							
Average Speed per Hour							
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	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Casselton	Time Table No. 22G April 10th, 1904 Succeeding No. 22B	Distance from Casselton	Capacity of Side Tracks	MIXED No. 128
Second Class				STATIONS Tel. Offices and Calls			Second Class
MON., WED & FRI.							TUES., THURS. & SAT.
De 10.00 A M	CT	336	0.0	Casselton	60.1	225	Ar 12.55 P M
F		DG 1	1.4	Langers	58.7	10	F Spur
F		DG 4	3.7	Persis	56.4	10	F Spur
F 10.25	W 2 miles west	DG 6	5.7	Myra	54.4	17	F 12.27 P M
10.55		DG 12	12.2	Embden	47.9	38	11.59 A M
F		DG 17	16.5	Fabian	43.6	17	F
11.20	W 3 miles west	DG 19	18.6	Alice	41.5	30	11.30
F		DG 24	24.2	Elizabeth	35.9	10	F Spur
11.55 A M		DG 27	27.3	Lucca	32.8	39	10.50
12.30 P M		DG 32	32.1	Nome	28.0	17	10.30
F 12.50	W 4 1/2 miles west	DG 36	36.3	Eastedge	23.8	18	F 10.00
1.30	C	DG 41	40.7	Kathryn	19.4	39	9.30
F 2.10	W 1/2 mile west	DG 47	47.2	Hastings	12.9	17	F 8.40
3.15		DG 52	52.4	Litchville	7.7	39	8.15
Ar 4.00 P M	CY	DG 60	59.7	Marion	0.4	56	De 7.30 A M
		DG 61	60.1	End of Track	0.0		
MON., WED. & FRI. (6.00)				Time over District			TUES., THURS. & SAT. (5.25)
9.9				Average Speed per Hour			11.0
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. All trains and light engines will be governed by interlocking signals at G. N. crossing one-half mile west of Casselton.							

West Bound.		LINTON BRANCH.					East Bound.	
MIXED No. 173	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Linton	Time Table No. 22C April 10th, 1904 Succeeding No. 22B	Distance from McKenzie	Capacity of Side Tracks	MIXED No. 174	
Second Cl's				STATIONS			Second Cl's	
Tue., Thur. & Sat.				Telephone Offices and Calls			Mon., Wed. & Fri.	
De 7.00 A.M.	WC Y	DK 45	0.0	Linton 8.0	44.7	94	Ar 4.00 P.M.	
7.25		DK 37	8.0	Godkin 8.9	36.7	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 A.M.	WC Y	492	44.7	McKenzie 1.0	0.0	109	De 1.00 P.M.	
Tue., Thur. & Sat.							Mon., Wed. & Fri.	
(3.00)				Time over District			(3.00)	
14.9				Average Speed per Hour			14.9	

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 joint with C. M. & St. P. Ry. While using joint tracks trains will give precedence to C. M. & St. P. trains of superior class.
 Conductors and engineers must provide themselves with current time table of the James River Division C. M. & St. P. Ry. and while on joint tracks be governed by general and special rules contained therein, and also by general or special instructions issued by train dispatcher or superintendent of the C. M. & St. P. Ry.

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 Bch.)
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.
Eekelson	Elevator track	Both ends.
Urbana	Elevator track	East end.
Spiritwood	House track	East end.
Bloom	Spur track	East end.

Second District.

Elfridge	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).

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| DR. W. COURTNEY, Chief Surgeon, E. D., Brainerd. | DR. E. A. PRAY, Valley City (S). | DR. W. M. BARTLEY, Sheyenne. |
| DR. I. N. WEAR, Fargo (S). | DR. A. A. J. LANG, Sanborn. | DR. JOHN CRAWFORD, Rhodes. |
| DR. J. P. AYLEN, Sheldon. | DR. C. L. BRIMI, Cooperstown (S). | DR. J. F. WARREN, Leeds (S). |
| DR. A. G. PATTERSON, Lisbon (S). | DR. J. A. RANKIN, Jamestown (S). | DR. T. J. PRYSE, Dawson. |
| DR. S. MITCHELL, Mapleton. | DR. T. P. MARTIN, LaMoure. | DR. W. L. GORDON, Steele. |
| DR. H. J. ROWE, Casselton (S). | DR. M. W. MIRACLE, Edgeley. | DR. F. R. SMYTH, Bismarck (S). |
| DR. W. R. CLAYBAUGH, Litchville. | DR. H. P. BOARDMAN, Oakes (S). | DR. G. B. FURNESS, Mandan (S). |
| DR. A. J. JAMESON, Wheatland. | DR. J. R. MCKENZIE, Carrington (S). | DR. H. A. BEAUDOUX, Oculist, Fargo. |
| DR. S. B. CLARK, Buffalo. | DR. C. McLACHLAN, New Rockford. | |

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,
Train Master.

PIERCE BLEWETT,
Train Master.

W. E. BERNER,
Chief Dispatcher.