

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

MINOT DIVISION

TIME TABLE No. 9

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.

CENTRAL TIME.

SUNDAY, JUNE 9, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

GEO. S. STEWART, Superintendent.

R. W. BRYAN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

F. E. WARD, General Manager.

FIRST DISTRICT.—DEVILS LAKE AND MINOT.

EAST BOUND. 3

| TIME TABLE No. 9. IN EFFECT JUNE 9, 1907. | Distance from Minot | Water, Coal, Wyes, Tables and Scales. | FIRST CLASS. | | | | SECOND CLASS. | | | THIRD CLASS. | | | | | | | | |
|--|------------------------|---|------------------------------|------------------------------|------------------------------|---|---------------------------------|---------------------|--|---|---|---|---------------------------|--|--|--|--|--|
| | | | 2 | 4 | 6 | 220 | 402 | | | 632 | 634 | | | | | | | |
| | | | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily | Passenger Arrive Daily Ex. Sunday | Time Freight Arrive Daily | | | Local Freight Arrive Daily Ex. Sunday | Local Freight Arrive Daily Ex. Sunday | | | | | | | |
| DN-R.....DEVILS LAKE.....KS | 117.7 | WCT | 9.45Am | 1.10Am | 4.00Pm | | | 9.30Am | | | | 5.25Pm | | | | | | |
| DN.....R. D. TOWER.....RD | | | | | | | | | | | | | | | | | | |
| DN.....GRAND HARBOR.....GD | 110.6 | | 9.33 | 12.55 | ⁴¹⁷ 3.47 | | | ⁶³¹ 9.10 | | | | ^s 4.40 | | | | | | |
| DN.....PENN.....PN | 104.6 | W | ⁶³¹ 9.23 | 12.45 | ^s 3.80 | | | ⁴¹⁵ 8.45 | | | | ^s 4.15 | | | | | | |
| DN.....CHURCH'S FERRY.....FY | 98.7 | WCY | ^s 9.15 | ^s 12.35 | ^s 403-632 3.10 | | | 8.10 | | | | ^s 3.25 ⁶ 3.35 ⁴⁰³ | | | | | | |
| DN.....NILES.....NI | 91.6 | | 9.02 | 12.22 | f 2.49 | | | 7.30 | | | | ^s 2.00 | | | | | | |
| DN.....LEEDS.....DS | 87.3 | | 8.56 | ^s 12.13 | ^s 2.40 | | | 7.10 | | | | ^s 1.35 | | | | | | |
| DN.....YORK.....XN | 81.1 | WY | 8.46 | ^s 12.01Am | ^s 2.25 | | | ⁴⁰¹ 6.55 | | | | ^s 12.45Pm | | | | | | |
| DN.....KNOX.....OX | 75.0 | | 8.37 | 11.46 | ^s 631-5 2.08 | | | ³ 6.16 | | | | ^s 11.00 | | | | | | |
| DN.....PLEASANT LAKE.....A | 69.5 | W | 8.28 | 11.36 | ^s 1.55 | | | 5.30 | | | | ^s 10.30 | | | | | | |
| DN.....FERO.....FO | 65.3 | | 8.21 | 11.28 | f 1.40 | | | 5.15 | | | | ^s 9.50 | | | | | | |
| DN-R.....RUGBY.....RU | 60.6 | WCY | ^s 8.12 | ^s 11.20 | ^s 633-401 1.80 | | | 5.00 | | | | 9.30Am | 3.30Pm | | | | | |
| DN.....TURNERIDGE.....UN | 55.2 | | 8.01 | 11.04 | f ⁴¹⁵ 1.07 | | | 4.35 | | | | ^s 2.56 | | | | | | |
| DN.....BERWICK.....BK | 49.0 | | 7.52 | 10.55 | ^s 12.55 | | | 4.15 | | | | ^s 1.45 | | | | | | |
| DN.....TOWNER.....OW | 41.6 | WY | ^s 7.42 | ^s 10.44 | ^s 634 12.35 | | | 3.50 | | | | ^s 12.35Pm | | | | | | |
| DN.....DENBIGH.....GN | 32.9 | | ³ 7.30 | 10.32 | ^s 12.12 | | | 3.20 | | | | ^s 11.30 | | | | | | |
| DN.....RIGA.....GA | 27.4 | | 7.16 | 10.24 | f ⁶³³ 12.01Pm | | | 3.05 | | | | ^s 11.00 | | | | | | |
| DN.....GRANVILLE.....J | 21.1 | W-Y | 7.06 | ^s 10.14 | ^s 403 11.47 | 3.55Pm | | 2.47 | | | | ^s 10.30 ²¹⁹ ^s 9.15 ⁴⁰¹ | | | | | | |
| DN.....NORWICH.....CH | 14.1 | | 6.55 | ⁴¹⁷ 9.59 | ^s 11.30 | ^s 3.44 | | 2.25 | | | | ^s 8.08 | | | | | | |
| DN.....SURREY.....SR | 7.3 | | 6.45 | 9.48 | ^s 401 11.18 | ^s 3.32 | | ¹ 2.00 | | | | ^s 7.40 | | | | | | |
| DN.....C. K. TOWER.....CK | 2.8 | | 6.36 | 9.40 | 11.10 | 3.22 | | 1.15 | | | | ^s 7.15 | | | | | | |
| DN-R.....MINOT.....AD | | WCTO | 6.30Am | 9.35Pm | 11.00Am | ⁶³³ 3.15Pm | | 1.00Am | | | | ^s 7.00Am | | | | | | |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | | Leave Daily | | | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | | | |
| | | | 2 | 4 | 6 | 220 | | 402 | | | | 632 | 634 | | | | | |
| Time Over District | | | 3.15 | 3.35 | 5.00 | .40 | | 8.30 | | | | 7.55 | 8.30 | | | | | |
| Average Speed per Hour | | | 36.2 | 32.7 | 23.6 | 31.7 | | 13.9 | | | | 7.2 | 7.2 | | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

| | | | | THIRD CLASS. | SECOND CLASS. | | | FIRST CLASS. | | | Car Capacity of Side Tracks. | Distance from Minot. | TIME TABLE No. 9. IN EFFECT JUNE 9, 1907. | | |
|--|--|--|--|--|-----------------------------|-----------------------------|-----------------------------|--------------------------|--------------------------|--------------------------|------------------------------|----------------------|--|-------------------------------------|--|
| | | | | 635 | 417 | 403 | 401 | 5 | 3 | 1 | | | STATIONS. | | |
| | | | | Local Freight. Leave Daily Except Sunday | Time Freight Leave Daily | Time Freight Leave Daily | Time Freight Leave Daily | Passenger Leave Daily | Passenger Leave Daily | Passenger Leave Daily | | | | | |
| | | | | 7.00Am | 11.30Pm | 2.30Am | 12.45Pm | 5.20Pm | 8.50Am | 2.30Am | 704 | .0 | DN-R | MINOT | AD |
| | | | | | | | | | | | | .4 | | M. St. P. AND S. S. M. RY. CROSSING | |
| | | | | s 7.40 | 402 12.01Am | 3.00 | 1.20 | f 5.33 | 9.02 | 2.41 | 68 | 5.5 | | GASSMAN | |
| | | | | s 8.40 | 12.50 | 3.50 | 2.10 | s 5.52 | s 9.18 | 2.58 | 69 | 13.8 | DN | DES LACS | DE |
| | | | | s 9.10 | 1.15 | 4.15 | 2.35 | f 6.02 | 9.29 | 3.06 | 69 | 18.0 | | LONE TREE | |
| | | | | s 3-6 9.42 | 1.40 | 4.35 | 2.55 | s 6.14 | s 9.42 | 3.15 | 90 | 22.6 | DN | BERTHOLD | BD |
| | | | | s 11.00 | 2.15 | 5.26 | 3.35 | s 6.30 | s 10.05 | 3.34 | 75 | 32.4 | DN | TAGUS | Q |
| | | | | s 11.30 | 2.35 | 6.12 | 4.05 | f 6.44 | 10.19 | 3.46 | 75 | 39.1 | | BLAISDELL | |
| | | | | s 12.05Pm | 3.00 | 6.45 | 4.40 | s 6.58 | s 10.35 | 3.58 | 75 | 46.2 | DN | PALERMO | NS |
| | | | | s 12.45 | 3.25 | 7.30 | 5.15 | s 7.12 | s 10.52 | 4.10 | 84 | 54.3 | DN | STANLEY | SY |
| | | | | s 636 1.55 | 3.53 | 8.00 | 5.45 | s 7.25 | 11.04 | 4.21 | 94 | 61.4 | D | ROSS | VR |
| | | | | s 2.20 | 4.28 | 8.20 | 6.10 | f 7.34 | 11.12 | 4.28 | 75 | 66.1 | | MANITOU | |
| | | | | s 3.10 | 4.50 | 9.05 | 7.02 | s 7.55 | s 11.26 | 4.40 | 104 | 73.6 | DN | WHITE EARTH | WH |
| | | | | s 3.55 | 5.25 | 9.40 | 7.45 | s 8.10 | s 636 11.45 | 4.55 | 75 | 81.7 | DN | TIOGA | G |
| | | | | 4.20 | 5.45 | 10.05 | 8.10 | 8.26 | 11.57 | 5.05 | 75 | 87.5 | | TEMPLE | |
| | | | | s 4.40 | 6.05 | 636 10.30 | 8.30 | s 8.41 | s 12.10Pm | 5.15 | 80 | 93.6 | DN | KAY | RA |
| | | | | s 402 5.07 | 6.25 | 10.55 | 8.51 | s 8.51 | 12.20 | 5.24 | 75 | 99.2 | DN | WHEELLOCK | W |
| | | | | s 6.03 | 6.57 | 11.20 | 9.10 | f 9.03 | 12.30 | 5.34 | 49 | 104.3 | | EPPING | |
| | | | | s 6.25 | 7.20 | 11.45 | 9.30 | s 9.15 | f 12.40 | 5.44 | 72 | 109.9 | D-N | SPRING BROOK | SB |
| | | | | s 6.40 | 636 8.00 | 12.10Pm | 9.55 | f 9.25 | 12.50 | 5.55 | 156 | 115.5 | | AVOCA | |
| | | | | 7.10Pm | 8.30Am | 12.30Pm | 10.25Pm | 9.40Pm | 1.00Pm | 6.05Am | 421 | 121.1 | DN-R | WILLISTON | WN |
| | | | | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| | | | | 635 | 417 | 403 | 401 | 5 | 3 | 1 | | | | | |
| | | | | 12.00 10.1 | 9.00 13.4 | 10.00 12.1 | 9.40 13.0 | 4.40 25.9 | 4.10 29.0 | 3.35 33.7 | | | | | Time Over District Average Speed Per Hour |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

At Minot passenger trains will register at passenger station and freight trains at yard office.
All trains will come to a full stop at stop boards at M. St. P & S. S. M. Ry. crossing west of Minot and not proceed until way is known to be clear.
Trains 635 and 636 will carry passengers when provided with proper transportation and freight train permits.

Speed of trains over Gassman Coulee bridge No. 11 must not exceed thirty-five (35) miles per hour.
Bulletin boards are located at Minot yard office, Minot passenger station and Williston.
No. 4 has right over No. 5, Williston to Minot.

| THIRD CLASS. | | | | 647 | | FIRST CLASS. | | 209 | | Car Capacity of Side Tracks. | Distance from Church's Ferry. | TIME TABLE No. 9. | | | Distance from St. John. | Water, Coal, Wyes, Turn Tables and Scales. | FIRST CLASS. | | THIRD CLASS. | |
|--------------|--|--|--|-------------------------|--|-------------------------|--|-----|------|------------------------------|-------------------------------|-------------------------|------|-------------------------|-------------------------|--|-------------------------|---------|-------------------------|-----------|
| | | | | Local Freight | | Passenger | | | | | | STATIONS. | 210 | | | | 648 | | | Passenger |
| | | | | Leave Daily Ex. Sunday | | Leave Daily Ex. Sunday | | | | | | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday | | | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday | |
| | | | | 9.40Am | | 3.15Pm | | .0 | | DN-R | CHURCH'S FERRY | FY | 54.8 | CWY | | 12.30Pm | | 5.00Pm | | |
| | | | | s 10.20 | | s 3.34 | | 24 | 7.4 | D | 7.4 MAZA | Z | 47.4 | | | s 12.07Pm | | s 4.30 | | |
| | | | | s 11.47 | | s 3.55 | | 150 | 15.4 | D | 8.0 CANDO | CN | 39.4 | W | | s 11.47 | | s 3.55 | | |
| | | | | s 12.10Pm | | s 4.11 | | 32 | 21.7 | | 6.3 CONSIDINE | | 33.1 | | | s 11.25 | | s 2.00 | | |
| | | | | s 12.45 | | s 4.20 | | 9 | 25.5 | | 3.8 JARVIS | | 29.3 | | f 11.17 | | s 1.25 | | | |
| | | | | | | | | | 27.8 | | 2.3 SOO LINE CROSSING | | 27.0 | | | | | | | |
| | | | | s 1.05 | | s 4.29 | | 95 | 28.1 | D | 0.3 BISBEE | BS | 26.7 | | | s 11.07 | | s 1.05 | | |
| | | | | s 1.30 | | f 4.35 | | 9 | 30.8 | | 2.7 BEMENT | | 24.0 | | f 11.02 | | s 12.01Pm | | | |
| | | | | s 2.15 | | s 4.47 | | 44 | 35.2 | D | 4.4 PERTH | RH | 19.6 | | | 10.53 | | s 11.30 | | |
| | | | | s 2.45 | | f 5.05 | | 9 | 41.1 | | 5.9 GRONNA | | 13.7 | W | f 10.40 | | s 10.55 | | | |
| | | | | | | | | | | | 1.4 WATER TANK | | | | | | | | | |
| | | | | s 3.45 | | s 5.22 | | 44 | 47.4 | D | 4.9 ROLLA | RO | 7.4 | | | s 10.30 | | s 10.30 | | |
| | | | | 4.45Pm | | 5.45Pm | | 78 | 54.8 | D | 7.4 ST. JOHN | SJ | 0. | CY | | 10.10Am | | 9.30Am | | |
| | | | | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | | Leave Daily Ex. Sunday | | | |
| | | | | 647 | | 209 | | | | | | | | | 210 | | 648 | | | |
| | | | | 7.05 | | 2.30 | | | | | Time Over District. | | | | 2.15 | | 7.30 | | | |
| | | | | 7.7 | | 21.9 | | | | | Average Speed Per Hour. | | | | 24.4 | | 7.3 | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.
 East bound trains will come to a full stop at stop board west of Church's Ferry, and will occupy the Main Line after fully protecting themselves.
 Church's Ferry and St. John are terminals for 209, 210, 647 and 648.
 Trains Nos. 647 and 648 may carry passengers when provided with proper transportation and freight train permits
 All Trains will come to a full stop at stop boards at Soo Line Crossing between Jarvis and Bisbee and not proceed until the way is known to be clear.

DUNSEITH LINE.

| SECOND CLASS. | | | | 649 | | Car Capacity of Side Tracks. | Distance From York. | TIME TABLE No. 9. | | | Distance From Dunseith. | Water, Coal, Wyes, Turn Tables and Scales. | SECOND CLASS. | | 650 | | |
|---------------|--|--|--|-------------------------|--|------------------------------|---------------------|-------------------|-----------------------|----|-------------------------|--|------------------------|---------|-------------------------|--|-------------------------|
| | | | | Mixed Train | | | | STATIONS. | | | | | Mixed Train | | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday |
| | | | | Leave Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | | Leave Daily Ex. Sunday | | |
| | | | | s 2.30Pm | | 0.0 | | D | YORK | XN | 41.2 | CWY | | 12.25Pm | | | |
| | | | | s 3.25 | | 50 | 14.3 | D | 14.3 WOLFORD | WF | 26.9 | | s 11.10 | | | | |
| | | | | s 4.10 | | 50 | 20.9 | D | 6.6 NANSEN | SN | 20.3 | | s 10.25 | | | | |
| | | | | f 4.25 | | 18 | 31.7 | | 3.8 BARBY | | 16.5 | | f 10.00 | | | | |
| | | | | | | | | | 2.6 SOO LINE CROSSING | | 13.9 | | | | | | |
| | | | | s 5.00 | | 61 | 28.2 | D | 0.9 McCUMBER | MC | 13.0 | W | s 9.40 | | | | |
| | | | | s 5.50 | | 110 | 34.2 | D | 6.0 THORNE | AN | 7.0 | CY | s 9.00 | | | | |
| | | | | s 6.30Pm | | 110 | 41.2 | D | 7.0 DUNSEITH | DN | 0.0 | CWY | s 8.30Am | | | | |
| | | | | Arrive Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | | | | |
| | | | | 649 | | | | | | | | | 650 | | | | |
| | | | | 4.00 | | | | | | | Time Over District. | | 3.45 | | | | |
| | | | | 10.3 | | | | | | | Average Speed Per Hour. | | 11.0 | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.
 East bound trains will come to a full stop at stop board west of York, and will occupy the Main Line after fully protecting themselves.
 York and Dunseith are terminals for Nos. 649 and 650.
 All Trains will come to a full stop at stop boards at Soo Line Crossing between Barby and McCumber and not proceed until the way is known to be clear.

| SECOND CLASS. | | | | Car capacity of Stings. | Distance from St. John. | TIME TABLE No. 9. | | Distance from Brandon. | Water, Coal, Wyes, Turn Tables and Scales. | SECOND CLASS. | | | |
|-----------------------------|--|---|------------------------------|-------------------------|-------------------------|----------------------------|------|------------------------|--|---------------|--|---------------------------|--|
| 353 | | | | | | IN EFFECT JUNE 9, 1907. | | | | 354 | | | |
| Mixed | | | | STATIONS. | | Mixed | | | | | | | |
| Leave Tues. Thurs. and Sat. | | | | | | Arrive Mon., Wed. and Fri. | | | | | | | |
| | | | 8.00Am | 78 | 0.00 | ST. JOHN | 73.6 | WCT | | | | 4.40Pm | |
| | | | | | 4.20 | INTERNATIONAL BOUNDARY | 69.4 | | | | | | |
| | | | | | 3.66 | BANNERMAN | 65.1 | W | | | | s 4.05 | |
| | | s | 9.00 | | 12.05 | WAKOPA (C. N. RY CROSSING) | 61.4 | | | | | | |
| | | | | | 4.04 | DESFORD | 57.4 | | | | | s 8.05 | |
| | | s | 9.40 | | 4.40 | FAIRBURN | 53.0 | | | | | f 2.40 | |
| | | f | 10.05 | | 4.89 | BOISSEVAIN | 48.2 | W | | | | s 2.05 | |
| | | s | 10.50 | | 0.29 | C. P. R. CROSSING | 47.9 | | | | | | |
| | | | | | 6.17 | ALCESTER | 41.8 | | | | | f 1.25 | |
| | | f | 11.20 | | 6.16 | MINTO | 35.6 | | | | | s 12.50Pm | |
| | | s | 12.30Pm | | 0.23 | C. N. RY. CROSSING | 35.4 | | | | | | |
| | | | | | 4.53 | HEASLIP | 30.8 | | | | | f 11.50 | |
| | | f | 12.55 | | 4.86 | BUNCLOUDY | 26.0 | | | | | f 11.15 | |
| | | f | 1.35 | | 3.18 | BEVERLY | 22.8 | | | | | s 10.45 | |
| | | s | 2.05 | | 2.82 | C. P. R. CROSSING | 20.0 | | | | | | |
| | | | | | 1.41 | HEBRON | 18.6 | | | | | f 10.15 | |
| | | f | 2.25 | | 3.76 | HAYFIELD | 14.8 | W | | | | s 9.45 | |
| | | s | 3.05 | | 4.46 | McKELVIE | 10.3 | | | | | f 9.05 | |
| | | f | 3.35 | | 3.63 | ROSELAND | 6.7 | | | | | f 8.40 | |
| | | f | 4.00 | | 2.69 | C N RY. CROSSING | 4.0 | | | | | | |
| | | | | | 4.01 | BRANDON | 0.0 | WCT | | | | 8.00Am | |
| | | | 4.40Pm | 461 | 73.58 | | | | | | | Leave Mon., Wed. and Fri. | |
| | | | Arrive Tues. Thurs. and Sat. | | | | | | | | | 354 | |
| | | | 353 | | | | | | | | | 8.40 | |
| | | | 8.40 | | | | | | | | | 8.1 | |
| | | | 8.1 | | | | | | | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

All railroad crossings are protected by interlocking plants and semaphores.
 Water tank at Souris River bridge between Beverly and Heaslip.

8 WEST BOUND.

ANTLER LINE.

EAST BOUND.

| THIRD CLASS. | | | | 651 | | FIRST CLASS. | | 213 | | Car Capacity of Side Trunks. | Distance from Rugby | TIME TABLE No. 9. IN EFFECT JUNE 9, 1907. | | Distance from Antler | Water, Coal, Wyes, Turn Tables and Scales. | FIRST CLASS. | | 214 | | 652 | | THIRD CLASS. | | | | |
|--------------|--|--|--|-------------------------|------------------------|--------------|------------------------|-------------------------|------------------------|------------------------------|---------------------|--|----|----------------------|--|--------------|------------------------|-----|--|------------------------|--|--------------|--|--|--|--|
| | | | | Local Freight | Passenger | | Passenger | | Local Freight | | | | | | | | | | | | | | | | | |
| | | | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | Leave Daily Ex. Sunday | | Leave Daily Ex. Sunday | | | | | | | | | | | | | | | | | |
| | | | | 7.00Am | | | | 3.10Pm | | 0.0 | DN-R | RUGBY | RU | 80.3 | CYW | | 12.45Pm | | | 5.30Pm | | | | | | |
| | | | | s 8.00 | | | | s 3.34 | 40 | 12.8 | D | 12.8 BARTON | BN | 67.5 | | | s 12.15Pm | | | s 4.30 | | | | | | |
| | | | | a 9.00 | | | | s 3.48 | 85 | 21.2 | D | 8.4 WILLOW CITY | WC | 59.1 | W | | s 11.55Am | | | s 3.48 | | | | | | |
| | | | | s 9.40 | | | | f 4.00 | 17 | 25.4 | | 4.2 BELMAR | | 54.9 | | | f 11.40 | | | s 3.00 | | | | | | |
| | | | | | | | | | | 25.6 | | 3.2 SOO LINE CROSSING | | 51.7 | | | | | | | | | | | | |
| | | | | s 11.30 | | | | a 4.08 | 27 | 29.0 | D | 0.4 OMEMEE | OM | 51.3 | | | s 11.30 | | | s 2.45 | | | | | | |
| | | | | s 11.40Am | | | | f 4.14 | 13 | 31.9 | | 2.9 ARNEDO | | 48.4 | | | f 11.17 | | | s 2.05 | | | | | | |
| | | | | s 12.30Pm | | | | s 4.32 | 70 | 38.1 | D | 6.2 BOTTINEAU | BO | 42.2 | W | | s 11.00 | | | s 12.30Pm | | | | | | |
| | | | | s 1.00 | | | | s 4.47 | 33 | 44.8 | | 6.7 CARBURY | | 35.5 | | | s 10.45 | | | s 11.50 | | | | | | |
| | | | | s 1.45 | | | | s 5.05 | 103 | 51.1 | D | 8.3 SOURIS | SU | 29.2 | W | | s 10.27 | | | s 11.30 | | | | | | |
| | | | | s 2.15 | | | | f 5.17 | 8 | 56.5 | | 5.4 ROTH | | 23.8 | | | f 10.15 | | | s 10.50 | | | | | | |
| | | | | s 2.40 | | | | s 5.30 | 24 | 61.7 | D | 5.2 LANDA | NA | 18.6 | | | f 10.00 | | | s 10.30 | | | | | | |
| | | | | | | | | | | 62.9 | | 1.2 WATER TANK | | 17.4 | W | | | | | | | | | | | |
| | | | | s 3.35 | | | | s 5.50 | 135 | 67.5 | D | 4.5 WESTHOPE | WS | 12.8 | | | s 9.40 | | | s 9.40 | | | | | | |
| | | | | 4.35Pm | | | | 6.30Pm | 125 | 80.3 | DR | 12.8 ANTLER | AR | 0.0 | WCY | | 9.10Am | | | 8.20Am | | | | | | |
| | | | | Arrive Daily Ex. Sunday | | | | Arrive Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | | | Leave Daily Ex. Sunday | | | | | | |
| | | | | 651 | | | | 213 | | | | | | | | | 214 | | | 652 | | | | | | |
| | | | | 8.35 8.5 | | | | 3.20 24.3 | | | | | | | | | 8.35 24.00 | | | 9.00 8.92 | | | | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. Rugby and Antler are terminals for 213, 214, 651 and 652.
 East bound trains will come to a full stop at stop board west of Rugby, and will occupy Main Line after fully protecting themselves. All trains will come to full stop at stop boards at Soo Line Crossing between Belmar and Omeme and not proceed until way is known to be clear.
 Trains Nos. 651 and 652 may carry passengers when provided with proper transportation and freight train permits.

MAXBASS LINE.

| SECOND CLASS. | | | | 653 | | Car Capacity of Side Trunks. | Distance From Towner. | TIME TABLE No. 9. IN EFFECT JUNE 9, 1907. | | Distance From Maxbass. | Water, Coal, Wyes, Turn Tables and Scales. | SECOND CLASS. | | 654 | | |
|---------------|--|--|--|-------------------------|----|------------------------------|-----------------------|--|----|------------------------|--|------------------------|------------------------|-----|--|--|
| | | | | Mixed Train | | | | | | | | Mixed Train | | | | |
| | | | | Leave Daily Ex. Sunday | | | | | | | | Leave Daily Ex. Sunday | | | | |
| | | | | 3.45Pm | | 0.0 | D | TOWNER | OW | 45.5 | Y-W | | 11.50Am | | | |
| | | | | s 4.35 | 50 | 14.2 | D | 14.2 BANTRY | BA | 31.3 | | | s 11.15 | | | |
| | | | | s 5.20 | 50 | 22.1 | D | UPHAM | AU | 23.4 | | | s 10.35 | | | |
| | | | | | | | | 4.4 WATER TANK | | | W | | | | | |
| | | | | s 6.00 | 62 | 29.5 | D | 2.9 DEEP | D | 16.0 | W | | s 9.50 | | | |
| | | | | | | | | 30.9 SOO LINE CROSSING | | 14.6 | | | | | | |
| | | | | s 6.40 | 62 | 34.8 | D | 3.9 NEWBURG | BR | 10.7 | | | s 9.10 | | | |
| | | | | s 7.30Pm | 75 | 45.5 | D | 10.7 MAXBASS | MX | 0.0 | CY | | 8.30Am | | | |
| | | | | Arrive Daily Ex. Sunday | | | | | | | | | Leave Daily Ex. Sunday | | | |
| | | | | 653 | | | | | | | | | 654 | | | |
| | | | | 3.45 12.1 | | | | | | | | | 3.20 13.7 | | | |

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS. Towner and Maxbass are Terminals for Nos. 653 and 654.
 East bound trains will come to a full stop at stop board west of Towner and will occupy the main line after fully protecting themselves. All trains will come to full stop at stop boards at Soo Line Crossing between Deep and Newburg and not proceed until way is known to be clear.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOSES.

| STATIONS. | Ruling Grade. | Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324 " G5 800- 807 | | | | Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779 | | | | Class F1-500-565 " F2-595-599 " G1-600-615 | | | | Class D5-450-476 | | | | Class D4-400-426 | | | | Class D1-360 " D2-300-359 " D3-297 " E2-994-996 " E4-298-299 " E5-997 " E9-998-999 | | | | Class B20-197-206 " B21-207-225 " B22-226-230 | | | | Class B3 to B19 " 100 to 195 " 232 to 294 | | | |
|---------------------------------|---------------|---|-------|-------|-------|--|-------|-------|-------|--|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|--|------|------|------|---|------|-----|-----|---|-----|-----|-----|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Devils Lake to Minot..... | .6 | 1870 | 1700 | 1495 | 1405 | 1700 | 1530 | 1360 | 1275 | 1392 | 1255 | 1115 | 1045 | 1342 | 1210 | 1075 | 1010 | 1285 | 1155 | 1030 | 965 | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| Minot to Williston..... | .6 | 1800 | 1620 | 1440 | 1300 | 1500 | 1330 | 1160 | 1075 | 1200 | 1063 | 923 | 853 | 1081 | 949 | 814 | 749 | 999 | 869 | 744 | 679 | 824 | 720 | 610 | 560 | 622 | 537 | 457 | 412 | 567 | 492 | 417 | 382 |
| Williston to Minot..... | .6 | 1800 | 1620 | 1440 | 1300 | 1500 | 1330 | 1160 | 1075 | 1200 | 1063 | 923 | 853 | 1081 | 949 | 814 | 749 | 999 | 869 | 744 | 679 | 824 | 720 | 610 | 560 | 622 | 537 | 457 | 412 | 567 | 492 | 417 | 382 |
| Minot to Devils Lake..... | .6 | 1870 | 1700 | 1495 | 1405 | 1700 | 1530 | 1360 | 1275 | 1392 | 1255 | 1115 | 1045 | 1342 | 1210 | 1075 | 1010 | 1285 | 1155 | 1030 | 965 | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| Churches Ferry to St. John..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1392 | 1255 | 1115 | 1045 | 1342 | 1210 | 1075 | 1010 | 1285 | 1155 | 1030 | 965 | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| St. John to Churches Ferry..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1392 | 1255 | 1115 | 1045 | 1342 | 1210 | 1075 | 1010 | 1285 | 1155 | 1030 | 965 | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| Rugby to Antler..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1392 | 1255 | 1115 | 1045 | 1342 | 1210 | 1075 | 1010 | 1285 | 1155 | 1030 | 965 | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| Antler to Rugby..... | .8 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1140 | 1025 | 910 | 855 | 1090 | 980 | 870 | 820 | 1050 | 945 | 840 | 790 | 870 | 785 | 695 | 655 | 660 | 595 | 530 | 495 | 620 | 560 | 495 | 465 |
| Granville to Sherwood..... | .4 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2090 | 1880 | 1760 | 1570 | 2040 | 1835 | 1630 | 1530 | 1930 | 1735 | 1545 | 1450 | 1580 | 1420 | 1265 | 1185 | 1223 | 1100 | 980 | 915 | 1080 | 970 | 865 | 810 |
| Sherwood to Granville..... | .4 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 2090 | 1880 | 1760 | 1570 | 2040 | 1835 | 1630 | 1530 | 1930 | 1735 | 1545 | 1450 | 1580 | 1420 | 1265 | 1185 | 1223 | 1100 | 980 | 915 | 1080 | 970 | 865 | 810 |
| Dunseith to York..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| York to Dunseith..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| Maxbass to Towner..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |
| Towner to Maxbass..... | .6 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | 1064 | 960 | 850 | 800 | 830 | 745 | 665 | 625 | 745 | 670 | 595 | 560 |

WEATHER RATING: (1—When temperature is 25 degrees above zero or over.
 2—Very frosty or wet. 5 to 25 above zero.
 3—Five degrees above to 10 below zero.
 4—Ten below and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average Weights of Empty Cars will be estimated as follows when not marked:

| | | | |
|--------------------------------|---------|------------------------------------|----------|
| Box Cars, 28 to 30 foot..... | 11 Tons | Oil Tanks..... | 15 Tons |
| Box Cars, 33 foot..... | 12 Tons | Ballast Cars..... | 12 Tons |
| Box Cars, 34 foot..... | 13 Tons | Steam Wreckers..... | 75 Tons |
| Box Cars, 36 foot..... | 15 Tons | Engine Tank, (empty)..... | 30 Tons |
| Box Cars, 40 foot..... | 17 Tons | Standard Engine and Tank..... | 81 Tons |
| Refrigerators..... | 20 Tons | Small Mogul Engine and Tank..... | 102 Tons |
| Furniture, 30 to 40 foot..... | 17 Tons | Large Mogul Engine and Tank..... | 108 Tons |
| Furniture, 40 to 50 foot..... | 19 Tons | Consolidation Engine and Tank..... | 111 Tons |
| Caboose, 8 wheel..... | 17 Tons | Mail..... | 25 Tons |
| Caboose, 4 wheel..... | 10 Tons | Baggage..... | 30 Tons |
| Flat Cars 28 to 30 foot..... | 9 Tons | Coaches, 8 wheel..... | 30 Tons |
| Flat Cars, 33 and 34 foot..... | 11 Tons | Coaches, 12 wheel..... | 35 Tons |
| Flat Cars, 40 foot..... | 12 Tons | Dining Cars..... | 40 Tons |
| Coal Cars..... | 12 Tons | Sleeping Cars..... | 41 Tons |
| Gondola Cars..... | 13 Tons | Ore Cars—Wood 12. Steel..... | 15 Tons |

Yardmasters will at all times make up trains in accordance with the above instructions.

SPECIAL RULES.

West Bounds Trains are Superior to East Bound Trains of the Same Class.

1. Light engines or engines with caboose only will take siding at all meeting points except when running as sections of a passenger train.
2. All Safety Switches must be set for derail when not in use.
3. Car capacity of sidings includes passing, house and industry tracks, and is based on forty (40) feet per car.
4. All trains carrying signals for following sections will stop at ALL registering stations and the conductors will register in person.
5. All train and engine men will provide themselves with a book of the Company's rules for the operation and maintenance of inter-locking plants and rules governing the use of the Telegraph Block Signal system.
6. When there are two or more sections of a freight train authorized to carry passengers, the last section only will carry passengers.
7. Empty flat and wooden coal cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.
8. All freight trains with more than thirty cars will be stopped two hundred feet from water tanks and engine cut off to take water, instead of spotting engine coupled to train at tank.
9. Clocks regulated to Standard Time are located at Devils Lake, Church's Ferry, York, Rugby, Towner, Granville, Minot and Williston.
10. Reference Marks: S—regular stop; F—stop on signal; D—day telegraph office; N—night telegraph office; W—water; C—coal; O—scales; T—turntable; Y—wye; R—registering station.
11. At the following named stations engines, freight trains and work trains may occupy main track, and Block signals will be operated as per Block Signal, Rule 16: Church's Ferry, York, Rugby, Towner, Granville.

TIME INSPECTORS.

| | | | |
|-------------------|-------------|-------------|----------------|
| Devils Lake | F. Lueck | Minot | W. H. Reighart |
| Williston | F. H. Smith | | |
| Rugby | W. Vind | | |

SPUR TRACKS BETWEEN STATIONS.

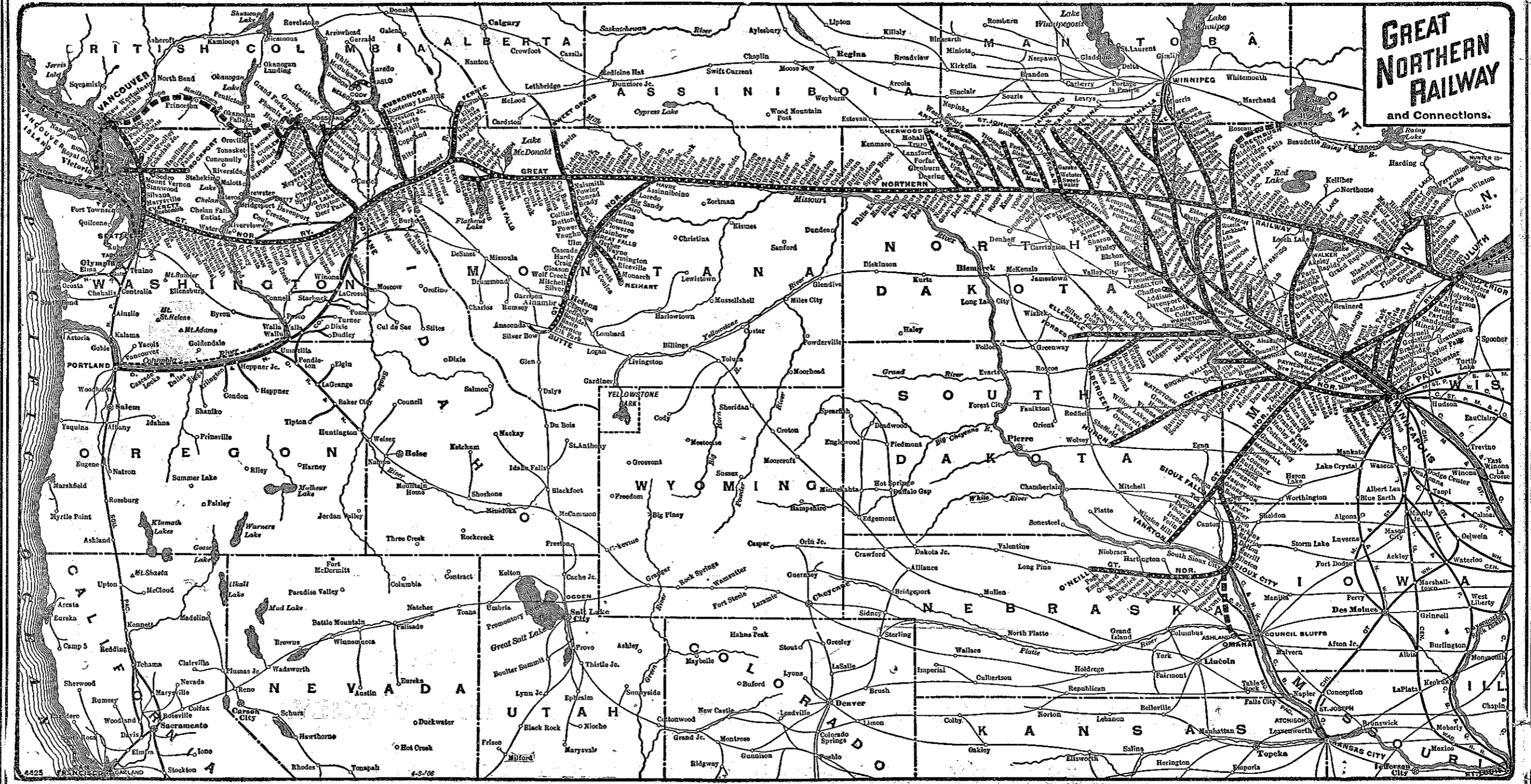
| NAME. | LOCATION. | OPENS. | LENGTH. | Car CAPACITY |
|------------------------------|---|--------|----------|--------------|
| Standard Coal Mine Spur..... | Two and five-tenth miles east of Williston..... | West | 1693 ft. | 39 |
| Miller's Spur..... | One mile east of Williston..... | West | 500 ft. | 9 |

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha, St. Paul
 Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.
 (Employees consulting Dr. Chamberlain should be provided with an order from the Superintendent.)

| | | | |
|---------------------|--------------------|-----------------|-----------------------|
| Devils Lake | Dr. W. F. Sihler. | Minot | Dr. L. H. Kermott. |
| Churchs Ferry | Dr. A. H. Flathe. | Minot | Dr. J. D. Taylor. |
| Leeds | Dr. J. F. Warren. | Williston | Dr. F. H. Van Dyke |
| Rugby | Dr. J. T. Newlove. | Cando | Dr. F. C. Harris |
| Towner | | Westhope | Dr Chas. Durnin |
| Granville | Dr. J. S. Davies | Mohall | Dr. E. S. Fitzmaurice |

| | |
|----------------------------------|---|
| F. K. Roberts, Trick Dispatcher. | C. S. Finney, Assistant Chief Dispatcher. |
| F. J. Roe, " " | G. R. Miller, Chief Dispatcher. |
| S. Sale, " " | P. F. Keating, Train Master. |
| S. B. Castle, " " | George Else, Train Master. |
| J. P. King, " " | F. W. Allen, Assistant Superintendent. |
| F. L. Meservey, " " | J. H. Griffin, Assistant Superintendent. |



GREAT NORTHERN RAILWAY
and Connections.

4425

4-3-08