



# **GREAT NORTHERN RAILWAY**

## **BRECKENRIDGE DIVISION**

---

# **TIME TABLE No. 115.**

---

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

# **SUNDAY, JANUARY 29, 1911.**

**Superseding Time Table No. 114 and all Supplements thereto.**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.**

**S. ENNES, Superintendent.**

**F. BELL, Asst. Gen. Superintendent.**

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

**W. D. SCOTT, General Superintendent.**

**GEO. H. EMERSON, Asst. General Manager.**

**J. M. GRUBER, General Manager.**

FIRST DISTRICT—BRECKENRIDGE TO LARIMORE.

Time Table No. 115. In Effect January 29, 1911.

THIRD CLASS.			SECOND CLASS.					FIRST CLASS.						Capacity of Side Tracks		Distance From Breckenridge	STATIONS.	Telegraph Calls	
591	589	555	423	335	401	345	411	13	29	27	197	3	9	183	Passing Tracks				Other Tracks
Local Freight	Mixed	Nor. Div. Local Freight	Freight	Mixed	Time Freight	Mixed	Time Freight	Passenger	Mail	Fast Mail	Passenger	Passenger	Passenger	Passenger					
Leave Tues., Thurs. & Sat.	Leave Mon. Wed. & Friday	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Tues. Thur. and Sat.	Leave Daily	Leave Daily Ex. Sunday	Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					
	s 7:30 <sup>28</sup> am	s 5:40 <sup>197</sup> am	<sup>198</sup> 9:45 <sup>am</sup>	s 2:46 <sup>pm</sup>	<sup>335</sup> 2:40 <sup>pm</sup>		2 30 <sup>am</sup>	s 6:35 <sup>pm</sup>	1 20 <sup>pm</sup>	<sup>293</sup> 1:12 <sup>pm</sup>	s 5:30 <sup>am</sup>	s 5:20 <sup>am</sup>	s 3:20 <sup>am</sup>	s 1:10 <sup>am</sup>	1200		.....BRECKENRIDGE.....	BR	
	s 7:40	s 5:50	9:50	s 2:50 <sup>pm</sup>	2:45		2 35	s 6:40	1 23	1 15	s 5:35	s 5:25	s 3:25	s 1:13 <sup>am</sup>	85	30	1.0 .....WAHPETON.....	WH	
																	1.3 .....C. M. & ST. P. RY. CROSSING—0.3.....		
	7:45	5:55 <sup>am</sup>	9:55		2:50		2 40	6:45 <sup>pm</sup>	1 24 <sup>pm</sup>	1 16	5:36	5:26	3:30 <sup>am</sup>				0.1 .....NORTHERN DIVISION JCT.....		
	f 7:55														8	4.5	3.1 .....SLOTTEN.....		
	s 8:20		<sup>4</sup> 10:28		3:15		3 00			1 24	s 5:47	5:36			85	40	3.5 .....DWIGHT.....	DT	
	s 8:55		10:55		3:40		3 22			1 31	s 6:03	5:44			86	35	6.6 .....GALCHUTT.....	GS	
	f 9:05		11:05		3:55		3 32			1 35	f 6:10	5:49			85	20	3.4 .....PITCAIRN.....		
	s 9:30		11:15		4:10		3 42			1 39	s 6:20	5:53			86	35	3.2 .....COLFAX.....	CX	
	s 10:00		11:35		4:35		4 02			1 46	s <sup>28</sup> 6:36	6:01			86	40	6.2 .....WALCOTT.....	Q	
	s 10:45		12:01 <sup>am</sup>		5:05		4 27			1 55	s 6:47	6:11			86	40	7.9 .....KINDRED.....	KR	
	s 11:05		12:15		5:25		4 43			2 01	s 6:55	<sup>28</sup> 6:18			85	45	4.9 .....DAVENPORT.....	DV	
																	40.2 .....N. P. RY. CROSSING—0.01.....		
	s 11:20		12:30		5:40	s <sup>27</sup> 2:20 <sup>pm</sup>	4 55			<sup>345</sup> 2:05	s 7:00	6:23			20	44.1	3.9 .....ADDISON.....	AD	
																	0.4 .....CHAFFEE JCT.....		
	s 11:40		12:45		5:55	s 2:35	5 08			2 09	s 7:05	6:28			86	50	3.5 .....DURBIN.....	DU	
	s 12:01 <sup>pm</sup>		1 00		6:15	s 2:50	5 23				f 7:10	6:34			85	52.9	4.9 .....EVEREST.....	VR	
																	55.7 .....N. P. RY. CROSSING—2.8.....		
	s 8:00 <sup>am</sup>	s 12:10 <sup>pm</sup>	1:15 <sup>am</sup>		6:30 <sup>pm</sup>	s 3:05 <sup>pm</sup>	5 30 <sup>am</sup>			2 21 <sup>pm</sup>	s <sup>7:28</sup> 7:35	s 6:45 <sup>am</sup>			225	700	0.2 .....CASSELTON.....	ON & A	
																	56.3 .....ANETA LINE JCT.—0.4.....		
	s 8:15															30	59.2	2.9 .....HOWES.....	HW
	s 8:35										s 7:50				85	45	3.7 .....AMENIA.....	MV	
	s 9:15										s 8:05				85	40	6.8 .....ARTHUR.....	AU	
	s 9:50										s 8:17				85	40	6.0 .....HUNTER.....	UN	
	s 10:20										f 8:28				86	35	5.8 .....GREENFIELD.....		
															25	84.1	2.6 .....PRESTON.....		
	s 11:25										s 8:40				85	50	2.2 .....BLANCHARD.....	CD	
	f 11:35														18	89.8	3.5 .....VOLGA.....		
	f 11:45										f 8:51				81	45	2.9 .....MURRAY.....		
	12:01 <sup>pm</sup>										s 9:05				87	100	5.5 .....MAYVILLE.....	MV	
	s 1:00														25	101.6	3.4 .....AMES.....		
	f 1:10																1.4 .....PORTLAND JCT.....		
	f 1:15										f 9:15				15	103.0	6.7 .....HATTON.....	HT	
	s 1:30										s 9:28				86	45	8.4 .....NORTHWOOD.....	WA	
	s 2:00										s 9:45				87	55	6.2 .....KEMPTON.....	KN	
	s 2:20										s 10:00				85	40	130.1 .....DAKOTA DIVISION JCT.—5.8.....		
	s 3:40																0.5 .....LARIMORE.....	KI	
	s 4:00 <sup>198</sup>																130.6		
	s 4:45																		
	s 5:00 <sup>pm</sup>										s 10:20 <sup>am</sup>				1030	130.6			
	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Friday	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Tues. Thur. and Sat.	Arrive Daily	Arrive Daily Ex. Sunday	Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
591	589	555	423	335	401	345	411	13	29	27	197	3	9	183					
9.00	4.40	.15	3.30	.04	3.50	.45	3.0	.10	.04	1.09	4.50	1.25	.10	.03					
8.3	12.0	6.1	15.7	15.0	14.6	15.7	18.3	8.7	15.0	.6	23	39.6	8.7	20.0					

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.  
 Other opposing trains will clear No. 27 ten (10) minutes.  
 All west bound trains must be clear at the time No. 27 is due to leave next station in the rear where time is shown

Time Over District. Average Speed per Hour

FIRST DISTRICT—LARIMORE TO BRECKENRIDGE.

Time Table No. 115. In Effect January 29, 1911.	Distance From Larimore.	SIGNS. See Rule 4, page 10.	FIRST CLASS.						SECOND CLASS.		THIRD CLASS.	
			10	184	28	14	30	198	4	336	346	556
			Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily Ex. Sunday	Mail Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Mixed Arrive Daily Ex. Monday	Mixed Arrive Tues., Thur. and Sat.	Nor. Div. Local Freight Arrive Mon., Wed., Fri.
BRECKENRIDGE	130.6	R @ DN WCT	s 12.10Am	s 1.20Am	589 7.20Am	s 9.30Am	12.30Pm	423 9.30Pm	s 10.50Pm	s 11.00Am		4.00Pm
1.0 WAHPETON	129.6		s 12.05	183 1.15Am	7.17	s 9.25	12.26	s 9.25	s 10.45	s 10.55Am		3.55
C. M. & ST. P. RY. CROSSING—0.3	129.3											x 3.40Pm
0.1 NORTHERN DIVISION JCT.	129.2	P	12.01Am		7.16	9.20Am	12.25Pm	9.20	10.40			
3.1 SLOTTEN	126.1											
3.5 DWIGHT	122.6	D			7.06			s 9.08	423 10.28			
6.6 GALCHUTT	116.0				6.57			s 8.55	10.16			
3.4 PITCAIRN	112.6	W			6.52			f 8.47	10.10			
3.2 COLFAX	109.4	DN			6.47			s 8.40	10.05			
6.2 WALCOTT	103.2	D			197 6.36			s 8.28	9.53			
7.9 KINDRED	95.3	DN W			6.27			s 8.12	9.38			
4.9 DAVENPORT	90.4	D			3 6.18			s 8.02	9.28			
N. P. RY. CROSSING—0.01	90.4		IK									
3.9 ADDISON	86.5				6.10			s 7.53	9.21		s 9.45Am	
0.4 CHAFFEE JCT.	86.1											
3.5 DURBIN	82.6	D W			6.03			s 7.45	9.12		s 9.30	
4.9 EVEREST	77.7				5.55			f 7.35	9.04		s 9.18	
N. P. RY. CROSSING—2.8	74.9		IK									
0.2 CASSELTON	74.4	R @ DN WCT			5.49Am			s 7.25 7.05Pm	s 8.55		s 9.00Am	
ANETA LINE JCT.—0.4	74.3		Y									
2.9 HOWES	71.4											
3.7 AMENIA	67.7	D W						s 6.48	f 8.30			
6.8 ARTHUR	60.9							s 6.32	f 8.17			
6.0 HUNTER	54.9	D						s 6.17	f 8.05			
5.8 GREENFIELD	49.1							f 6.04	7.54			
PRESTON—2.6	46.5											
2.2 BLANCHARD	44.3	D W						s 5.52	f 7.44			
3.5 VOLGA	40.8											
2.9 MURRAY	37.9							f 5.37	7.32			
5.5 MAYVILLE	32.4	DN W						s 5.25	s 7.20			
3.4 AMES	29.0											
1.4 PORTLAND JCT.	27.6		Y					f 5.10	7.08			
6.7 HATTON	20.9	D						s 4.55	f 6.58			
8.4 NORTHWOOD	12.5	D W						s 4.35	s 6.42			
6.2 KEMPTON	6.3	D						s 591 4.20	f 6.30			
DAKOTA DIVISION JCT.—5.8	0.5											
0.5 LARIMORE		R @ DN WCT Y						s 4.05Pm	s 6.16Pm			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Tues. Thur. and Sat.	Leave Mon. Wed., Fri.
			10	184	28	14	30	198	4	336	346	556
			.09 9.3	0.05 12.0	1.31 37.2	0.10 8.7	.05 12.0	5.45 22.7	4.35 28.3	.05 12.0	.45 16.0	.30 3.0

Special Rules.

West bound trains are superior to east bound trains of the same class.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave next station in the rear where time is shown.

The normal position of the Junction Switches at Northern Division Junction, Wahpeton, and Portland Line Junction is for First District Breckenridge Division. The normal position of the Aneta Line Junction Switch at Casselton is for the Second District.

No. 27 will register by card at Casselton Passenger Station unless displaying signals.

Freight Train No. 591 and its return extra will carry passengers when provided with proper transportation.

STEAM WHISTLE SIGNALS FOR TRACKS WITH SWITCHES CONTROLLED FROM INTERLOCKING TOWERS.

N. P. Ry. Crossing, Breckenridge. Main Line—One long. South Freight Lead—One long and one short. North Freight Lead—Two long and one short. West End Transfer Track—Three long and one short. East End Transfer Track not connected with Interlocking Plant.

N. P. Ry. Crossing, Davenport. Main Line—One long. Passing Track—One long and one short. Elevator Track—Two long and one short.

N. P. Ry. Crossing, Casselton. First District Main Line—One long. Second District Main Line—One long and one short. Cross Over—Two long and one short.

Train No. 3 will stop at any station to pick up passengers for points west of Williston, where No. 3 stops. See Passenger Folder.

Train No. 4 will stop at any station to let off passengers from west of Williston.

Northern Division Trains will register at Northern Division Junction. Northern Division, East Bound Trains will get clearance from Dispatcher's Office at Breckenridge by telephone before occupying First District Tracks, and West Bound Trains will report by telephone from Northern Div. Junction when they have cleared Breckenridge Division.

Water tank shown at Kindred is located 1 mile east of station.

Yard Limit Boards placed each way from Breckenridge, Casselton, Larimore.

INITIAL STATIONS.

Breckenridge for trains 3, 27, 9, 13, 183, 197, 335, 401, 411, 423, 555, 589.
Northern Div. Jct. for trains 10, 14.
Wahpeton " " 184, 336.
Addison " " 345.
Casselton " " 28, 591, 346.
Larimore " " 4, 198.

TERMINAL STATIONS

Breckenridge for trains 4, 10, 14, 28, 184, 198, 336.
Wahpeton " " 183, 335.
Northern Div. Jct. for trains 9, 13, 555.
Addison " " 346.
Casselton " " 3, 27, 401, 411, 423, 589, 345.
Larimore " " 197, 591.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Breckenridge	Switch at	Car Capacity
Kindred Mill.	34.	East end	20

THIRD CLASS.		SECOND CLASS.					FIRST CLASS.			Capacity of Side Tracks	Distance From Casselton.	STATIONS.	Telegraph Calls.	Distance From Devils Lake.	SIGNS.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		
601	599	401	343	341	411	425	27	195	3							28	196	344	342	600	602	
Local Freight	Local Freight	Time Freight	Mixed	Mixed	Time Freight	Time Freight	Fast Mail	Passenger	Passenger	Express	Passenger	Mixed	Mixed	Local Freight	Local Freight							
Leave Wed. Fri. and Sun.	Leave Tue. Thu. and Sat.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Moh. Wed. & Fri.	Leave Sun. Wed. & Fri.							
	s 8:15Am	196 7:15Pm		s 8:30Am	599 6:10A	28 1:45Am	2:22Pm	s 7:45Am	s 6:50Am	225 700		CASSELTON	A & ON	125.5	R @ DN WCT	f 5:46Am	s 7:15Pm	s 5:45Pm	3:30Pm			
										0.4	0.4	BRECKENRIDGE LINE JUNCTION		125.2	Y							
f 8:28	7:30		f 8:40	6:20	2:00			7:51		14	2.6	SAXONY		123.0			f 7:07	f 5:30	3:20			
f 8:30	7:45		f 8:50	6:30	2:10	2:30		f 7:58	6:59	85 13	4.6	FLEMING		121.0		5:38	f 7:02	f 5:20	3:10			
s 8:47	8:15		f 9:10	7:00	2:35			f 8:09		33	9.6	RIPON		116.0		5:29	f 6:50	f 5:00	2:45			
8:48	8:16	4:50Pm	9:11	7:01	2:36			8:10	7:07		9.8	PORTLAND LINE JUNCTION		115.7		5:28	6:49	9:28Am	4:58	2:44		
s 9:05	8:25	s 4:53Pm	s 9:15Am	3 7:09	2:40	600 2:37		s 8:15	411 7:09	85 25	10.6	ABSARAKA	B	114.9	R D W	5:27	s 6:47	341-599 9:20Am	343 4:57Pm	s 2:37		
s 9:40	9:05			7:50	3:15	2:44		s 8:28	7:22	85 28	16.7	AYR	AY	108.8	D	5:17	s 6:35			s 2:00		
9:55	9:25			8:05	3:30	2:48		8:35	7:29	85	20.0	DARTMOOR		105.5		5:12	6:27			s 1:35		
s 11:00	10:00			8:48	4:00	2:55		s 8:48	7:37	87 35	25.7	PAGE	CY	99.8	D W	5:01	s 6:18			s 1:00 12:01Pm		
s 11:35	10:45			9:30	4:47	3:04		s 9:01	7:47	86 34	32.8	COLGATE	CG	92.7	D	4:47	s 5:54			s 11:35		
s 12:40Pm	11:30			10:03	5:25	3:12		s 9:17	7:56	86 70	39.1	HOPE	HO	86.4	DN W	4:37	s 5:42			s 10:03		
f 1:20	12:10Am			10:30	6:00	3:20		s 9:31	8:07	86 38	45.4	BLABON	BN	80.1	D	4:25	s 5:25			s 9:31		
f 1:35	12:30			10:48	6:15			f 9:38		16	48.4	PICKERT		77.1			f 5:17			s 9:15		
s 2:30	1:00			11:05	6:45	3:30		s 9:50	8:24	85 40	53.3	FINLEY	FN	72.2	D W	4:11	s 5:06			s 9:00 8:24 3		
s 3:39	1:45			11:30	7:25	3:39		s 10:05	8:38	85 38	59.8	SHARON	QN	65.7	D	4:00	s 4:51			s 7:25		
1:15Pm	4:35Pm	2:30		11:59	7:55	3:51		s 10:25	8:52	137 130	66.9	ANETA	NE	58.6	R DN WCT Y	3:47	s 4:35			s 7:00Am 411 11:59Am		
1:45	2:55			12:20Pm	8:15	3:58		s 10:35	9:00	85 25	71.8	KLOTEN		53.7		3:37	s 4:21			11:25		
2:15	3:27			12:40	8:35	4:06		s 10:48	9:10	85 25	77.8	MC VILLE	VI	47.7	D W	3:27	s 4:06			195 10:48		
3:00	4:05			1:10	9:00	4:16		s 11:04	9:22	85 25	85.1	PEKIN	K	40.4		3:18	s 3:43			10:05		
3:30	4:30			1:30	9:32	4:22		s 11:17	9:32	85 25	90.9	TOLNA	N	34.6	D W	3:08	s 3:30			425-3 9:32		
4:05	4:55			1:55	10:00	4:32		s 11:31	9:41	85 25	97.5	HAMAR	HM	29.0		2:52	s 3:17			9:00		
4:40	5:25			2:15	10:25	4:40		s 11:45	9:50	85 25	103.8	WARWICK	WA	21.7	D W	2:43	s 3:02			8:30		
5:10	5:55			2:47	10:45	4:49		s 11:59	10:00	85 25	111.0	TOKIO	KY	14.5	W	2:30	s 2:47			8:00		
5:35	6:25			3:25	11:30	5:00		s 12:17Pm	10:12	85 25	118.1	NARROWS	NR	7.4	D	2:17	s 2:30			7:30		
6:00Pm	7:00Am			4:00Pm	11:59Am	5:15Pm		s 12:35Pm	10:30Am	1200 125.5		DAKOTA DIVISION JUNCTION	KS		R @ DN WCT Y	2:05Am	s 2:15Pm			401 7:00Am		
601	599	401	343	341	411	425	27	195	3								28	196	344	342	600	602
4:45 12:3	8:20 8:1	11:45 10:7	3 18:0	45 12:8	9:50 12:8	10:14 12:3	2:53 48:3	4:50 26:2	3:40 34:3								3:41 33:9	5:00 25:1	3 18:0	48 13:2	8:30 7:9	4:59 11:7

Special Rules.

West bound trains are superior to east bound trains of same class.  
 No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.  
 Other opposing trains will clear No. 27 ten (10) minutes.  
 All west bound trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown.  
 Between Tokio and the west end of the bridge over Devils Lake west of Narrows, First Class trains must not at any place exceed a speed of one mile in one minute and thirty seconds, and other trains must not at any place exceed a speed of one mile in three minutes.  
 Train No. 3 will stop at any station to pick up passengers for points west of Williston, where No. 3 stops. See Passenger Folder.  
 Freight trains Nos. 599, 600, 601 and 602 will carry passengers when provided with proper transportation.  
 Train register located at Portland Line Junction in which Third District trains will register.  
 The normal position of the Junction switch at Breckridge Line Junction is for Second District.  
 The normal position of the Junction switch at Portland Line Junction is for Second District.  
 Train No. 3 will register by card at Absaraka and Aneta unless displaying signals.  
 Train No. 27 will register by card at Casselton, Absaraka and Aneta unless displaying signals.

Trains Nos. 195 and 196 run from and to Great Northern Ry. Passenger Station at Fargo, using Dakota Div. tracks between Fargo and Northern Pacific Ry. Junction one mile west of Fargo, and Northern Pacific Ry. tracks between that point and Casselton. While on Dakota Div. tracks trains will be governed by Dakota Div. Time Table and Rules, and while on Northern Pacific Ry. tracks by Northern Pacific Ry. Time Tables and Rules.

Yard Limit Boards placed each way from Casselton.

INITIAL STATIONS.

Casselton for trains 3, 27, 195, 341, 401, 411, 425, 599.  
 Portland Line Junction " " 343.  
 Absaraka " " 342, 344.  
 Aneta " " 600, 601.  
 Devils Lake " " 28, 196, 602.

TERMINAL STATIONS.

Casselton for trains 28, 196, 342, 600.  
 Portland Line Junction " " 344.  
 Absaraka " " 341, 343.  
 Aneta " " 602, 599.  
 Devils Lake " " 3, 27, 195, 401, 411, 425, 601.





SECOND CLASS.				FIRST CLASS.		Capacity of Side Tracks	Other Tracks.	Distance From Aberdeen Line Jct.	Time Table No. 115. In Effect January 29, 1911.	Telegraph Calls.	Distance From Aberdeen.	SIGNS.	FIRST CLASS.		SECOND CLASS.			
		335		191									192		336			
		Mixed		Passenger		Passenger		Mixed					4-10					
		Leave Daily Ex. Monday		Leave Daily		Arrive Daily		Arrive Daily Ex. Sunday					12.20Am					
		12.45Pm		3.00Am					.....ABERDEEN LINE JUNCTION.....		118.7	R P Y						
		s 336 1.15		s 8.18		40	7.8	7.8	.....CHILDS.....	HI	110.9			s 12.02Am				s 335 1.15
							11.3	3.5	.....C. M. & ST. P. RY. CROSSING.....		107.4							
		s 1.30		s 3.29		17	11.4	0.1	.....FAIRMOUNT.....	FA	107.3	D		s 11.52				s 12.50
		s 1.40				40	13.0	1.6	.....DE VILLO.....	DO	105.7	W						s 12.35
		s 1.55		f 3.37		41	17.9	4.9	.....SONORA.....	SN	100.8			f 11.40				s 12.15Pm
		s 2.50		s 3.57		50	25.5	7.6	.....HANKINSON.....	BI	93.2	D		s 11.26				s 11.45
							25.8	0.3	.....M. ST. P. & S. STE. M. RY. CROSSING.....		92.9							
							28.0	2.2	.....M. ST. P. & S. STE. M. RY. CROSSING.....		90.7							
		s 3.15		f 4.14		35	32.7	4.7	.....STILES.....		86.0	W		f 11.02				s 10.55
		s 3.35		s 4.24		50	37.5	4.8	.....LIDGERWOOD.....	DK	81.2	D		s 10.50				s 10.35
		s 4.25		s 4.39		35	43.6	6.1	.....GENESEO.....	GO	75.1			s 10.35				s 9.50
		s 4.50		s 4.51		38	48.7	5.1	.....CAYUGA.....	SA	70.0			s 10.23				s 9.30
		s 6.00		s 5.10		40	54.8	6.1	.....RUTLAND.....	RU	63.9	R DN WC		s 10.09				s 9.10
							55.1	0.3	.....FORBES LINE JUNCTION.....		63.6	Y						
		s 6.50		s 5.35		40	64.2	9.1	.....HAVANA.....	WB	54.5	D		s 9.46				s 8.30
		s 7.20		s 5.50		40	70.7	6.5	.....KIDDER.....	RO	48.0	W		s 9.31				s 8.00
							74.2	3.5	.....C. M. & ST. P. RY. CROSSING.....		44.5							
		s 7.50		s 6.08		36	77.8	3.6	.....BURCH.....	CU	40.9	D		s 9.15				s 7.40
		s 8.59		s 6.25		38	84.9	7.1	.....AMHERST.....	MN	33.8			s 8.59				s 7.20
		s 9.25		s 6.40		37	91.3	6.4	.....CLAREMONT.....	QC	27.4	D W		s 8.44				s 6.40
		s 9.55		f 6.53		37	96.7	5.4	.....HUFFTON.....	HU	22.0			f 8.31				s 6.10
		s 10.20		s 7.06		38	102.1	5.4	.....PUTNEY.....	NY	16.6	D		s 8.18				s 5.55
							105.3	3.2	.....WATER TANK.....		13.4	W						
		f 10.40		f 7.16			106.1	0.8	.....TACOMA PARK.....		12.6			f 8.07				f 5.34
		s 11.00		f 7.25		38	109.7	3.6	.....PLANA.....	HD	9.0			f 7.59				s 5.25
							118.4	8.7	.....C. M. & ST. P. RY. CROSSING.....		0.3	K						
							118.4	0.02	.....C. & N.-W. RY. CROSSING.....		0.3							
		s 11.25Pm		s 7.50Am		200	118.7	0.3	.....ABERDEEN.....	FN		R DN CTY		7.40Pm				7.00Am
		Arrive Daily Ex. Monday		Arrive Daily										Leave Daily				Leave Daily Ex. Sunday
		335		191										192				336
		10.10 11.6		4.55 24.2										4.40 25.4				8.40 13.7

Time Over District. Average Speed per Hour.

Special Rules.

**West bound trains are superior to east bound trains of same class.**  
 First Class trains must not at any place exceed a speed of one mile and thirty seconds and Second and Inferior Class trains a speed of one mile in two minutes and twenty-four seconds.  
 The normal position of the connecting switch at wye at Aberdeen Line Junction on Fifth District is for west leg of wye.  
 Trains Nos. 191, 192, 335 and 336 run from and to Wahpeton via Willmar Division, and will be governed by Willmar Division Time Table and Rules between Breckenridge and Aberdeen Line Junction.  
 Dispatchers' Telephone in Register Booth at Aberdeen Line Junction is for use of Fifth District Trains to secure release on superior trains. Fifth District Trains must get clearance from Willmar Dispatcher before occupying Willmar Division Main Line.

**INITIAL STATIONS.**  
 Aberdeen Line Junction for trains 191, 335.  
 Aberdeen " " 192, 336.  
**TERMINAL STATIONS.**  
 Aberdeen Line Junction for trains 192, 336.  
 Aberdeen " " 191, 335.

SECOND CLASS.				FIRST CLASS.		Capacity of Side Tracks Passing Tracks. Other Tracks.	Distance From Rutland.	Time Table No. 115 In Effect January 29, 1911.			Distance From Forbes.	SIGNS.	FIRST CLASS.		SECOND CLASS.			
					337				STATIONS.	Telegraph Calls.				338				
				Mixed	Leave Daily Ex. Sunday							Mixed	Arrive Daily Ex. Sunday					
				7.15 Am		40	RUTLAND.....	RU	63.0	R DN WC		8.30 Pm						
							0.3 FORBES LINE JUNCTION.....		62.7	Y								
				s 7.45		39	6.6 BELLE PLAINE.....		56.1			s 8.00						
				s 8.10		39	5.0 BROOKLAND.....		51.1			s 7.25						
							1.2 C. M. & ST. P. RY. CROSSING.....		49.9									
				s 8.40		38	5.8 STRAUBVILLE.....		44.1			s 6.55						
				s 9.10		38	6.1 CRESCENT HILL.....		38.0			s 6.30						
				s 9.30		40	4.4 NEWTON.....		33.6			s 6.10						
							0.3 C. & N.-W. RY. CROSSING.....		33.3									
							0.9 WATER TANK.....		32.4	W								
				s 9.45		28	0.7 PORT EMMA.....		31.7			s 5.55						
				s 10.05		38	3.7 GUELPH.....		28.0			s 5.40						
				s 10.35		39	7.1 SILVER LEAF.....		20.9			s 5.10						
							7.2 C. M. & ST. P. RY. CROSSING.....		13.7									
				s 11.15		50	0.2 ELLEDALE.....	ND	13.5	D		s 4.40						
				12.05 Pm		70	13.5 FORBES.....	FO		R D C Y		3.50 Pm						
				Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday						
				337								338						
				4.50 13.1								4.40 13.4						

**Special Rules.**

The normal position of the Junction switches at Rutland is for Fifth District.

**INITIAL STATIONS.**  
 Rutland for train 337.  
 Forbes " " 338.

**TERMINAL STATIONS.**  
 Rutland for train 338.  
 Forbes " " 337.

**CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSSES.**

STATIONS.	Ruling Grade	Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1214 " F9-1300-1324				Class F3-701 " G2-700-719 " G3-720-769 " G4-770-779 " J1-1500-1548 " J2-1550-1649 " J3-1549				Class D5-450-476 " F1-500-565 " F2-595-599				Class D4-400-426				Class D1-360 " D2-300-359 " D3-297				Class B20-197-206 " B21-207-225 " B22-226-230				Class B16-135-138 " B17-145-149 " B18-150-151 " B19-152-186			
		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
		Breckenridge to Casselton.....	.3	3000	2700	2400	2250	2500	2250	2000	1875	2120	1800	1600	1500	1970	1775	1575	1475	1650	1485	1320	1240	1365	1230	1095	1025	1225	1105
Casselton to Larimore (via Mayville).....	.6	2520	2270	2015	1890	2100	1890	1680	1580	1570	1415	1255	1180	1450	1305	1160	1090	1210	1080	960	900	930	835	745	700	840	755	670	630
Larimore to Breckenridge (via Mayville).....	.3	3000	2700	2400	2250	2500	2250	2000	1875	2120	1910	1695	1590	1970	1775	1575	1475	1650	1485	1320	1240	1365	1230	1095	1025	1225	1105	980	920
Casselton to Aneta.....	.6	1870	1700	1495	1405	1650	1500	1400	1300	1390	1250	1110	1045	1285	1155	1030	965	1065	1000	855	800	830	745	665	625	745	670	595	560
Aneta to Devils Lake.....	.4	3000	2700	2400	2250	2400	2160	1920	1800	1830	1650	1460	1380	1720	1550	1370	1290	1500	1350	1200	1120	1200	1080	960	900	1120	1010	950	840
Devils Lake to Klotten.....	.4	2470	2245	1975	1855	2245	2020	1795	1685	1900	1710	1520	1425	1700	1530	1360	1275	1480	1330	1180	1110	1225	1105	980	920	1110	1000	890	835
Klotten to Page.....	.3	3100	2790	2460	2325	2500	2250	2000	1875	2120	1900	1795	1590	1970	1775	1575	1475	1650	1485	1320	1240	1365	1230	1095	1025	1225	1105	980	920
Page to Dartmoor.....	.6	2520	2270	2015	1890	2100	1890	1680	1580	1570	1415	1255	1180	1450	1305	1160	1090	1210	1080	960	900	930	835	745	700	840	755	670	630
Dartmoor to Casselton.....	.2	3300	2970	2640	2475	2700	2430	2160	2025	2120	1910	1695	1590	1970	1775	1575	1475	1650	1485	1320	1240	1365	1230	1095	1025	1225	1105	980	920
Ripon to Portland Jet.....	.55									1390	1250	1110	1180	1285	1155	1030	965	1065	1000	855	800	830	745	665	625	745	670	595	560
Portland Jet. to Ripon.....	.65									1570	1415	1255	1590	1450	1305	1160	1090	1210	900	970	910	930	835	745	700	840	755	670	630
Evansville to Tintah.....	.6					2000	1800	1620	1530	1600	1440	1280	1045	1500	1350	1200	1125	1300	1240	1105	1035	1050	945	840	790	950	855	760	715
Tintah to Evansville.....	.5					1830	1650	1465	1375	1350	1215	1080	1015	1250	1125	1000	940	1050	945	840	790	800	720	640	600	700	630	560	525
Aberdeen Line Jet. to Aberdeen.....	.6									1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810	840	755	670	630	740	665	590	555
Aberdeen to Aberdeen Line Jet.....	.0									1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810	840	755	670	630	740	665	590	555
Rutland to Forbes.....	.6									1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810	840	755	670	630	740	665	590	555
Forbes to Rutland.....	.5									1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810	840	755	670	630	740	665	590	555

**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 zero and colder.

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

**Weights of Empty Cars and Dead Engines and Tenders will be estimated as follows when not marked:**

Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	13 Tons
Box Cars, 36 foot.....	15 Tons
Box Cars, 40 foot.....	17 Tons
Refrigerator Cars.....	20 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	19 Tons
Cabooses, 8 wheel.....	17 Tons
Cabooses, 4 wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons
Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Ore Cars, Wood.....	12 Tons
Ore Cars, Steel.....	15 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (Empty).....	30 Tons
Mail Cars.....	25 Tons
Baggage Cars.....	30 Tons
Coaches, 8 wheel.....	30 Tons
Coaches, 12 wheel.....	35 Tons
Dining Cars and Tourist Cars.....	40 Tons
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons

**Weight of Dead Engines.**

Engines numbered below 200 series.....	80 Tons
Engines numbered in 200 series.....	90 Tons
Engines numbered in 300 series.....	86 Tons
Engines numbered in 400 series.....	110 Tons
Engines numbered in 500 series.....	115 Tons
Engines numbered in 600 series.....	120 Tons
Engines numbered in 700 series.....	140 Tons
Engines numbered in 800 series.....	155 Tons
Engines numbered in 900 series (except 992 to 997).....	115 Tons
Engines numbered 992 to 997.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1008 to 1032.....	174 Tons
Engines numbered 1033 to 1049.....	179 Tons
Engines numbered 1050 to 1069.....	144 Tons
Engines numbered 1079 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 Tons
Engines numbered 1400 to 1405.....	173 Tons
Engines numbered 1406 to 1425.....	188 Tons
Engines numbered 1426 to 1440.....	187 Tons
Engines numbered 1441 to 1460.....	192 Tons
Engines numbered in 1500 and 1600 series.....	179 Tons
Engines numbered in 1700 series.....	180 Tons
Engines numbered in 1800 series.....	219 Tons
Engines numbered in 1900 series.....	252 Tons

**Speed Table.**

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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.



## SPECIAL RULES.

### West Bound Trains are superior to East Bound Trains of same class.

1. All light engines or engines with caboose only, will take siding at meeting points except when running as sections of a passenger train.
2. Car capacity of sidings is based on forty-two (42) feet per car.
3. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
4. In addition to signs provided for in rule 7, Book of Rules, the following signs in column headed "Signs" indicate:
  - D Day telegraph or telephone station.
  - N Night telegraph or telephone station.
  - DN Day and night telegraph or telephone station.
  - P Dispatcher's telephone accessible at all times.
  - I Interlocked.
  - K Connection with foreign road.
  - ⊙ Standard clock.

## PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
 

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
 

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.
 

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

## COMPANY SURGEONS.

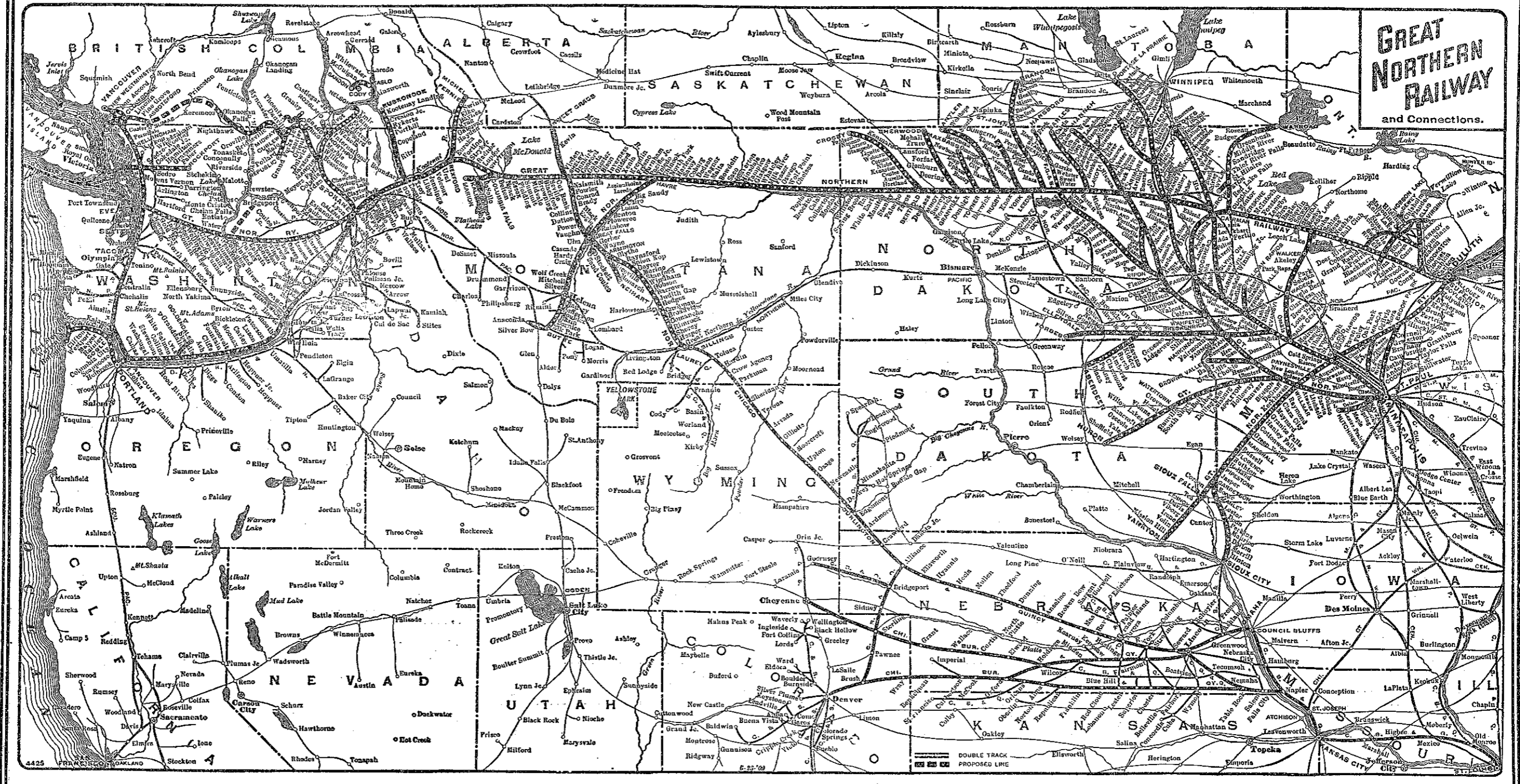
Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th and Wabasha Sts., St. Paul. Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul. (Employees consulting Dr. Chamberlain should be provided with an order from the Superintendent.) Breckenridge..... Dr. R. H. Devine. Breckenridge..... Dr. L. W. Armstrong. Breckenridge..... Dr. C. P. Rice. Wahpeton..... Dr. L. W. Meckstroth. Casselton..... Dr. H. J. Rowe. Arthur..... Dr. T. R. Campbell. Mayville..... Dr. George McIntyre.	Larimore..... Dr. A. P. Rounsvelle. Ellendale..... Dr. A. G. Maercklein. Hankinson..... Dr. R. A. Schnache. Lidgerwood..... Dr. N. J. Shields. Rutland..... Dr. E. H. Trowbridge. Havana..... Dr. G. A. Steel. Aberdeen..... Dr. H. J. Rock. Page..... Dr. W. Scanlon. Hope..... Dr. C. B. Harwood. Aneta..... Dr. R. Meidell. Devils Lake..... Dr. W. F. Sihler.
---	---

## TIME INSPECTORS.

Breckenridge.....	W. M. James.	Aberdeen.....	D. G. Gallett.
Casselton.....	W. L. Lindsay.	Devils Lake.....	F. Lueck.

**J. H. BUTLER, Dispatcher.**  
**F. E. FUHRMAN,** "  
**E. R. JOYCE,** "

**J. B. GLASGOW, Chief Dispatcher.**  
**R. E. LANDIS, Train Master.**



# GREAT NORTHERN RAILWAY and Connections.

4425

DOUBLE TRACK  
PROPOSED LINE

E. 22-09