

GREAT NORTHERN RAILWAY

MINOT DIVISION.

TIME TABLE No. 27

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

SUNDAY, MAY 5, 1912.

Superseding Time Table No. 26 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

R. A. McCANDLESS, Superintendent.

F. BELL, General Superintendent.

GEO. H. EMERSON, Asst. General Manager.

C. E. LEVERICH, Asst. General Superintendent.

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

J. M. GRUBER, General Manager.

THIRD CLASS					SECOND CLASS		FIRST CLASS				Capacity of Side Tracks		Distance from Devils Lake.	Time Table No. 27. In Effect May 5, 1912.	STATIONS.	Telegraph Calls	
	411	429	633	631	431	325	401	1	27	5	3	Passing Tracks.					Other Tracks.
	Time Freight	Through Freight	Local Freight	Local Freight	Through Freight	Mixed	Time Freight	Passenger	Fast Mail	Passenger	Passenger						
	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	4.15Pm	12.01Pm		8.00Am	12.01Am		7.45Am	11.10Pm	5.20Pm	1.40Pm	10.35Am				DEVILS LAKE.....	KS	
															2.1 R. D. TOWER.....		
	4.45	12.30		8.35	12.30		8.10	11.21	5.29	1.55	10.45	64	36	7.1	5.0 GRAND HARBOR.....	GD	
	5.05	12.55		9.05	12.55		8.30	11.30	5.36	2.05	10.53	87	39	13.1	6.0 PENN.....	PN	
	²⁷ 5.43	1.20		⁴ 9.40	²⁸ 1.24		8.50	11.40	⁴¹¹ 5.43	2.20	11.02	^{West 85 East 89} 165	105	19.0	5.9 CHURCHES FERRY.....	FY	
	6.20	1.50		10.20	1.55		⁴ 9.27	11.50	5.52	2.37	11.12	89	35	26.1	7.1 NILES.....		
	² 6.45	2.10		³ 11.19	2.15		9.45	11.57	5.57	2.47	⁶³¹ 11.19	88	36	30.4	4.3 LEEDS.....	DS	
	7.10	2.40		⁶ 11.55	2.45		10.10	12.07Am	6.04	3.01	11.29	94	158	36.7	6.3 YORK.....	XN	
	7.30	⁵ 3.15		12.55Pm	3.10		10.30	12.17	6.11	⁴²⁹ 3.15	⁶ 11.38	70	39	42.7	6.0 KNOX.....	OX	
	7.45	3.45		1.50	3.35		10.50	²⁸ 12.26	² 6.17	3.27	11.47	87	44	48.2	5.5 PLEASANT LAKE.....	A	
	8.00	4.00		2.40	3.50		⁶ 11.12	12.31	6.22	3.37	11.53	64	22	52.4	4.2 FERO.....		
	8.15	4.25	⁴ 8.34Am	3.30Pm	4.20		11.35	12.43	6.30	3.50	12.05Pm	90	311	57.2	4.8 RUGBY.....	RU	
	8.35	4.50	9.00		4.45		³ 12.12Pm	12.51	6.36	4.05	⁴⁰¹ 12.12	87	20	62.5	5.3 TUNBRIDGE.....		
	8.55	² 5.32	9.30		5.15		12.45	1.00	6.43	4.17	12.20	88	34	68.7	6.2 BERWICK.....	BK	
	9.20	6.05	⁶ 10.20		5.50		1.15	1.11	6.52	4.40	12.33	88	137	76.1	7.4 TOWNER.....	OW	
	9.45	²⁷ 7.02	11.15		6.25		1.45	1.22	⁴²⁹ 7.02	² 5.08	12.44	88	100	84.8	7.7 DENBIGH.....	GN	
	10.00	7.30	11.50		6.45		2.05	1.30	7.09	5.22	12.53	88	17	90.4	5.6 RIGA.....		
	10.15	7.50	³ 1.03Pm		⁴ 7.26	² 5.20Pm	2.35	1.39	7.16	5.40	⁶³³ 1.03	88	164	96.7	6.3 GRANVILLE.....	J	
	²⁸ 10.45	8.15	1.45		7.50	5.35	3.05	1.49	7.25	6.00	1.13	88	33	103.6	6.9 NORWICH.....	CH	
	11.10	8.35	2.35		8.10	5.50	3.35	1.59	7.34	6.15	1.23	87	41	110.4	6.8 SURREY.....	SR	
	11.30	8.50	3.10		8.20	6.00	3.50	2.05	7.39	6.25	1.31	66	92	114.9	4.5 C. K. TOWER.....		
	11.45Pm	9.00Pm	3.30Pm		⁶ 8.30Am	6.15Pm	² 4.15Pm	2.15Am	7.45Pm	6.45Pm	1.45Pm	1104	117.7		2.8 MINOT.....	AD	
	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	411	429	633	631	431	325	401	1	27	5	3						
	7.30 15.7	8.50 13.0	8.56 8.7	7.30 7.6	8.29 13.9	5.55 22.9	8.30 13.9	3.05 38.2	2.25 48.6	5.05 23.4	3.10 37.1						
															Time Over District Average Speed per Hour		

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 the next station in the rear where time is shown. All trains will register at Devils Lake, Churches Ferry, Rugby, Minot and Williston, except Nos. 1 and 3 will register by card at Churches Ferry, and No. 27 will register by card at Churches Ferry and Rugby. Passenger trains will register at Minot Passenger Station, Freights at Minot Yard Office. Granville is not a registering station for Main Line Trains, except Nos. 325 and 326 will register at Granville. Bulletin Boards are located at Devils Lake, Churches Ferry, York, Rugby, Towner, Granville, Minot Yard Office and Minot Passenger Station.

Trains Nos. 631, and 633 and East bound Extras doing local work will carry passengers when provided with proper transportation. No. 3 will stop on flag at Leeds to pick up passengers for points west of Williston at which No. 3 is carded to stop. Switch at east end of crossover just west of depot at Churches Ferry will be kept set for passing track. All east bound trains will enter double track at crossover just east of water tank at Churches Ferry. All west bound trains should approach crossover just east of water tank at Churches Ferry under control, expecting to find it in use. No. 5 will take siding for No. 2 where they meet. Yard Limit Boards are placed each way from Devils Lake, Rugby and Minot. Minot Yard extends from Yard Limit Board two thousand (2,000) feet east of switch at Minot Stock Yards to the Yard Limit Board west of Minot.

FIRST DISTRICT—MINOT TO DEVILS LAKE.

Time Table No. 27. In Effect May 5, 1912.	Distance from Minot	SIGNS. See Special Rule 4, page 12.	FIRST CLASS				SECOND CLASS												
			4	6	2	28	326												
			Passenger	Passenger	Passenger	Express	Mixed												
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday											
DEVILS LAKE	117.7	R@DN WCTY	s 10.15 AM	s 1.40Pm	s 7.40Pm	s 2.00Am													
2.1 R. D. TOWER																			
5.0 GRAND HARBOR	110.6	D	10.00	s 1.20	7.28	1.45													
6.0 PENN	104.6	D W	9.50	s 1.02	7.17	1.35													
5.9 CHURCHS FERRY	98.7	R DNPWC Y	⁶³¹ 9.40	s 12.45	7.05	⁴³¹ 1.24													
7.1 NILES	91.6	P	⁴⁰¹ 9.27	f 12.25	6.52	1.11													
4.3 LEEDS	87.3	DNPW	s 9.20	s 12.15 PM	⁴¹¹ 6.45	1.01													
6.3 YORK	81.1	DNPWC Y	9.10	s ⁶³¹ 11.55	6.36	12.48													
6.0 KNOX	75.0	D P	9.00	s ³ 11.38	6.27	12.37													
5.5 PLEASANT LAKE	69.5	D PW	8.50	s ²⁷ 11.22	¹ 6.17	¹ 12.26													
4.2 FERO	65.3	P	8.43	f ⁴⁰¹ 11.12	6.01	12.13													
4.7 RUGBY	60.6	R DNPWC Y	s ⁶³³ 8.34	s 11.00	s 5.53	s 12.03 AM													
5.3 TUNBRIDGE	55.2	P	8.22	f 10.45	5.41	11.50													
6.2 BERWICK	49.0	D P	8.12	s 10.35	⁴²⁹ 5.32	11.40													
7.4 TOWNER	41.6	DNPWC Y	s 8.00	s ⁶³³ 10.20	s 5.21	11.29													
7.7 DENBIGH	32.9	D P	7.45	s 10.03	⁵ 5.08	11.17													
5.6 RIGA	27.4	P	7.36	s 9.50	4.59	11.08													
6.3 GRANVILLE	21.1	DNPWC Y	⁴³¹ 7.26	s 9.35	s ³²⁵ 4.50	10.57	s 6.50Am												
6.9 NORWICH	14.1	D P	7.15	s 9.17	4.40	⁴¹¹ 10.45	s 6.32												
6.8 SURREY	7.3	D P	7.04	s 9.02	4.30	10.35	s 6.20												
4.5 C. K. TOWER	2.8	P Y	6.56	8.52	4.21	10.26	6.10												
2.8 MINOT		R@DNPWCT O	6.50Am	⁴³¹ 8.45 AM	⁴⁰¹ 4.15Pm	10.20 PM	6.00Am												
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday												
			4	6	2	28	326												
Time Over District			3.25	4.55	3.25	3.40	.50												
Average Speed per Hour			34.4	23.9	34.4	32.2	25.3												

Special Rules.

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

INITIAL STATIONS.

Devils Lake for trains 1, 3, 5, 27, 401, 411, 429, 431 and 631.
 Rugby " " 633.
 Granville " " 325.
 Minot " " 2, 4, 6, 28 and 326.

TERMINAL STATIONS.

Devils Lake for trains 2, 4, 6, and 28.
 Rugby " " 631.
 Granville " " 326.
 Minot " " 1, 3, 5, 27, 325, 401, 411, 429, 431 and 633.

				THIRD CLASS.				SECOND CLASS.		FIRST CLASS.				Capacity of Side Tracks		Distance from Minot.		Time Table No. 27. In Effect May 5, 1912.		Telegraph Code.
				431	637	635	429	411	401	321	27	221	3	1	Passing Tracks.	Other Tracks.	Distance from Minot.	STATIONS.		
				Through Freight Leave Daily	Local Freight. Leave Mon., Wed. and Fri.	Local Freight. Leave Tues., Thurs. and Sat.	Through Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Mixed Leave Wed. and Sat.	Past Mail Leave Daily	Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily						
				9.30Am		⁴ 7.00Am	4.30Am	12.30Am	4.45Pm		7.50Pm	8.00Pm	2.00Pm	2.25Am	1104	0.0	.....	MINOT.....	AD	
																0.4	M. St. P. & S. S. M. RY. CROSSING			
				10.00		s 7.40	5.00	1.00	5.15		7.58	s 8.12	2.11	2.36	77	7	5.5	.....	GASSMAN.....	
				10.20		s 8.00	5.30	1.30	5.45		8.03	s 8.23	2.18	2.43	78	4	9.47	.....	RALSTON.....	
				10.40		s 8.30	⁴ 6.03	2.00	6.15		8.09	s ² 3.38	2.27	2.51	78	21	13.8	.....	DES LACS.....	DE
				²²² 11.10		s 9.05	6.35	2.25	6.35		8.14	s 8.48	2.35	2.58	78	25	18.0	.....	LONE TREE.....	
				11.40		s 10.00	6.55	¹ 3.07	7.00		8.19	s 4.00	2.44	⁴¹¹ 3.07	72	119	22.6	.....	BERTHOLD.....	BD
				12.20Pm		s ²²² 10.40	7.15	3.30	7.30		8.24	s 4.13	2.53	3.14	93	8	27.1	.....	ROACH.....	
				12.45		s 11.15	7.30	3.55	7.50		8.31	s 4.25	² 3.10	3.24	79	17	32.4	.....	TAGUS.....	Q
				1.15		s 12.10Pm	7.55	4.25	^{8.39} ²⁷ ^{8.59} ²⁸		⁴⁰¹ 8.39	s 4.40	3.21	3.35	77	19	39.1	.....	BLAISDELL.....	
				1.45		s 1.00	8.25	⁴ 5.14	9.35		²⁸ 8.48	s 4.55	3.30	3.47	78	27	46.2	.....	PALERMO.....	PA
																47.	.....	WATER TANK.....		
				2.00		s 1.30	8.40	5.30	10.00		8.53	s 5.05	3.37	3.52	78	8	49.9	.....	WINANS.....	
																52.7	.....	STANLEY LINE JUNCTION.....		
				² 2.32	7.15Am	2.00Pm	8.55	5.50	10.25	4.20Pm	9.00	s 5.20	s 3.47	s 4.01	61	74	54.3	.....	STANLEY.....	SY
				3.05	s 7.50		²²² 9.22	6.20	11.00	4.30Pm	9.10	s 5.37	3.57	4.11	76	28	61.4	.....	ROSS.....	VR
				3.20	s 8.10		9.45	6.35	11.25		9.16	s 5.48	4.05	4.18	79	12	66.1	.....	MANITOU.....	
				3.50	s ²²² 8.51		10.20	6.55	12.01Am		9.27	s 6.05	s 4.20	⁴ 4.29	63	31	73.6	.....	WHITE EARTH.....	WH
				³ 4.26	s 9.45		10.35	7.05	12.20		9.32	s 6.15	⁴³¹ 4.26	4.35	78	8	77.2	.....	PURDON.....	
				4.50	s ⁴²⁹ 11.05		⁶³⁷ 11.05	7.20	12.45		9.38	s 6.27	4.34	4.43	78	20	81.7	.....	TIOGA.....	G
				5.10	s 11.50		11.30	7.40	1.15		9.44	s 6.41	4.42	4.52	77	13	87.5	.....	TEMPLE.....	
				5.30	s 12.30Pm		11.55	²²² 8.03	1.40		9.51	s 6.58	s 4.54	5.03	72	39	93.6	.....	RAY.....	RA
				5.50	s ² 1.21		12.15Pm	8.35	2.15		9.58	s ²⁸ 7.15	5.04	5.13	79	24	99.2	.....	WHEELOCK.....	W
				6.05	s 1.50		12.35	9.00	2.40		10.05	s 7.26	5.12	5.23	79	12	104.3	.....	EPPING.....	
				6.20	s 2.20		² 1.01	9.20	⁴ 3.20		10.13	s 7.36	5.21	5.34	82	20	109.	.....	SPRING BROOK.....	SB
				²⁸ 6.45	s 2.45		1.30	9.40	3.45		10.22	s 7.46	5.30	5.45	65	91	115.5	.....	AVOCA.....	
				7.30Pm	3.15Pm		2.00Pm	10.00Am	4.30Am		s 10.32Pm	s 8.00Pm	s 5.42Pm	s 5.55Am	727	121.1		.....	WILLISTON.....	WN
				431	637	635	429	411	401	321	27	221	3	1						
				10.0 12.1	8.00 8.4	7.00 7.8	9.30 12.7	9.30 12.7	11.45 10.3	10 9.4	2.42 44.9	5.00 24.2	3.42 32.7	3.30 34.6						

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 the next station in the rear where time is shown.

At Minot, Passenger Trains will register at Passenger Station and Freight Trains at Yard Office.

Stanley is not a registering station for Main Line Trains, except Nos. 321, 322, 635 and 637 will register at Stanley.

Bulletin Boards are located at Minot Yard Office, Minot Passenger Station Berthold and Williston.

Speed of trains over Gassman Coulee bridge No. 11 must not exceed thirty-five (35) miles per hour. West bound freight trains must not exceed a speed of 10 miles per hour from 1 1/2 miles east of White Earth up to a point where it can be plainly seen that main line at White Earth is clear.

Trains 635 and 637 and East Bound Extra doing local work will carry passengers when provided with proper transportation.

No. 221 will take siding for Nos. 2 and 28 where they meet.

No. 3 will take siding for No. 2 where they meet.

Yard limit boards are placed each way from Minot and Williston.

WEST BOUND.

FOURTH DISTRICT—BETWEEN ST. JOHN AND BRANDON.

EAST BOUND. 7

THIRD CLASS.				FIRST CLASS.				Capacity of Side Tracks		Time Table No. 27.			SIGNALS.		FIRST CLASS.		THIRD CLASS.						
649				211				Passing Tracks	Other Tracks	Distance from St. John.	In Effect May 5, 1912.			Distance from Brandon.	See Special Rule 4, page 12.	212		650					
Local Freight				Passenger							STATIONS.					Passenger		Local Freight					
Leave Tue., Thur. and Sat.				Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday		Arrive Mon., Wed. and Fri.										
			4.00Am				650 5.20Pm	69	110	0.00	ST. JOHN	SJ	73.6	R D WC Y	s	10.05Am		s	211 5.00Pm				
										4.20	INTERNATIONAL BOUNDARY		69.4										
			s 4.45				5.40 6.00			7.86	BANNERMAN	BM	65.1	D W	s	9.41		s	4.20				
										12.05	C. N. RY. CROSSING		61.4	I									
			s 5.15				s 6.20			16.09	DESFORD		57.4	D	s	9.21		s	3.35				
			s 5.30				f 6.30			20.49	FAIRBURN		53.0		f	9.11		s	3.15				
			s 5.55				s 6.40			25.38	BOISSEVAIN	BI	48.2	D W	s	9.00		s	2.50				
										25.67	C. P. R. CROSSING		47.9	IK									
			s 6.15				f 6.55			31.84	ALCESTER		41.8		f	8.46		s	2.10				
			s 6.40				s 7.10			38.00	MINTO	MO	35.6	D C	s	8.32		s	1.30				
										38.23	C. N. RY. CROSSING		35.4	I									
			s 6.55				f 7.25			42.76	HEASLIP		30.8		f	8.20		s	1.00				
			s 7.15				f 7.40			47.62	BUNCLOUDY		26.0		f	8.10		s	12.35				
										48.25	WATER TANK		25.4	W									
			s 7.25				s 7.55			50.80	BEVERLY		22.8		s	8.02		s	12.01Pm				
										53.20	GRIFFIN SIDING												
										53.62	C. P. R. CROSSING		20.0	I									
			s 7.53				s 8.05			55.03	HEBRON		8.6		s	649 7.53		s	11.40				
			s 8.05				s 8.15			58.79	HAYFIELD	HD	14.8	D W	s	7.44		s	11.25				
			s 8.20				f 8.25			63.25	McKELVIE		10.3		f	7.34		s	10.50				
			s 8.35				f 8.35			66.88	ROSELAND		6.7		f	7.26		s	10.30				
										69.57	C. N. RY. CROSSING		4.0	I									
			s 9.00Am				s 8.55Pm			73.58	BRANDON	DO	0.0	R D WCTV		7.10Am			10.00Am				
			Arrive Tues., Thurs. and Sat.				Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday			Leave Mon., Wed. and Fri.				
			649				211									212			650				
			5.00 14.7				3.35 20.5									2.55 25.2			7.00 10.5				

Time Over District
Average Speed per Hour

Special Rules.

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

Trains Nos. 649 and 650 will carry passengers when provided with proper transportation.
All trains will reduce speed to 10 miles per hour over Eighteenth Street Crossing at Brandon.

INITIAL STATIONS.
St. John for trains 211, 649.
Brandon " " 212, 650.

TERMINAL STATIONS.
St. John for trains 212, 650.
Brandon " " 211, 649.

8 WEST BOUND.

SIXTH DISTRICT—BETWEEN RUGBY AND ANTLER.

EAST BOUND.

Special Rules.	THIRD CLASS		FIRST CLASS		Capacity of Side Tracks		Distance from Rugby	STATIONS.	Telegraph Calls.	Distance from Antler	SIGNS. See Special Rule 4, page 12.	FIRST CLASS		THIRD CLASS	
	651		213		Passing Tracks.	Other Tracks.						214		652	
	Local Freight	Passenger	Passenger	Local Freight											
	Leave Mon., Wed. and Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday	Arrive Tues., Thurs. and Sat.		
	8.00Am	4.00Pm	90	311	0.0		RUGBY	RU	80.3	R DN WC Y	s	10.40Am	213	4.00Pm	
	s 8.50	s 4.24		41	12.8		12.8 BARTON	BN	67.5	D	s	10.02		2.50	
	214 s 9.42	s 4.40	52	34	21.2		8.4 WILLOW CITY	WC	59.1	D W	s	9.42	651	2.00	
	s 10.15	f 4.50		16	25.4		4.2 BELMAR		54.9		f	9.32		1.30	
	s 11.00	s 4.58		58	29.0		3.2 M. ST. P. & S. S. M. RY. CROSSING		51.7						
	s 11.25	f 5.04		16	31.9		0.4 OMEMEE	OM	51.3	D	s	9.22		1.15	
	s 12.30Pm	s 5.22		81	38.1		2.9 ARNEDO		48.4		f	9.12		12.35	
	s 1.10	s 5.37		31	44.8		6.2 BOTTINEAU	BO	42.2	D W	s	9.00		12 01Pm	
	s 2.00	s 5.55	53	71	51.1		6.7 CARBURY		35.5		s	8.43		11.20	
	s 2.30	s 6.07		25	56.5		6.3 SOURIS	SU	29.2	D	s	8.29		10.40	
	s 3.00	s 6.20		24	61.7		5.4 ROTH		23.8		s	8.16		10.05	
					62.9		5.2 LANDA	NA	18.6		s	8.04		9.40	
					67.5		1.2 WATER TANK		17.4	W					
	s 4.00	s 6.40		92	67.5		4.8 WESTHOPE	WS	12.8	D	s	7.50		9.10	
	s 4.20	s 6.55		16	73.4		5.9 KUROKI		6.9		s	7.35		8.20	
	s 5.00Pm	s 7.20Pm		92	80.3		6.9 ANTLER	AR	0.0	R D WC Y		7.20Am		8.00Am	
	Arrive Mon. Wed. and Fri.	Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday		Leave Tues., Thurs. and Sat.	
	651	213										214		652	
	9.00 8.9	3.20 24.3					Time Over District Average Speed per Hour					3.20 24.3		8.00 10.0	

SEVENTH DISTRICT—BETWEEN TOWNER AND MAXBASS.

Special Rules.	SECOND CLASS		Capacity of Side Tracks		Distance from Towner	STATIONS.	Telegraph Calls.	Distance from Maxbass	SIGNS. See Special Rule 4, page 12.	SECOND CLASS	
	355		Passing Tracks.	Other Tracks.						356	
	Mixed Train	Leave Daily Ex. Sunday								Mixed Train	Arrive Daily Ex. Sunday
		1.00Pm	88	137	0.0	TOWNER	OW	45.5	R DN WC Y	s	10.00Am
		f 1.20		12	8.9	8.9 MILROY		36.6		f	9.15
		s 1.45		40	14.2	5.3 BANTRY	BA	31.3	D	s	9.00
		s 2.20		41	22.1	7.9 UPHAM	AU	23.4	D	s	8.20
						4.4 WATER TANK			W		
		s 2.55		52	29.5	2.9 DEEP		16.0	D	s	7.35
					30.9	1.4 M. ST. P. & S. S. M. RY. CROSSING		14.6			
		s 3.25		52	34.8	3.9 NEWBURG	BR	10.7	D	s	7.15
		f 3.45		16	40.8	6.0 DUNNING		4.7		f	6.45
		s 4.00Pm		60	45.5	4.7 MAXBASS	MX	0.0	R D C Y		6.30Am
		Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday
		355									356
		3.00 15.1				Time Over District Average Speed per Hour					3.30 13.0

Special Rules.
 West bound trains are superior to east bound trains of the same class.
 Branch Line trains will not occupy Main Line at Towner without fully protecting themselves.
 INITIAL STATIONS.
 Towner for train 355.
 Maxbass " " 356.
 TERMINAL STATIONS.
 Towner for train 356.
 Maxbass " " 355.

				SECOND CLASS.		Capacity of Side Tracks	Distance from Stanley Line Junction	Time Table No. 27.			Telegraph Calls.	Distance from Wildrose.	SIGNS. See Special Rule 4 page 12.	SECOND CLASS.		
				319				In Effect May 5, 1912.						320		
				Mixed Train	Passing Trucks	Other Trucks	STATIONS.			Mixed Train	Arrive Wed. and Sat.					
				Leave Mon. and Fri.												
				10.05Am			STANLEY LINE JUNCTION				50.3	R P	s	4.20Pm		
				s 10.45		28	6.4	6.4 BELAIR				43.9		s	3.45	
				s 11.25		40	11.7	5.3 LOSTWOOD				38.6		s	3.15	
				s 12.05Pm		28	18.0	6.3 LUNDS VALLEY				32.3		s	2.85	
				s 1.25		52	24.5	6.5 POWERS LAKE				25.8	D P W	s	1.55	
				s 2.25		28	31.6	7.1 BATTLEVIEW				18.7		s	12.35Pm	
				s 3.25		40	38.0	6.4 MCGREGOR				12.3		s	11.55	
				s 4.10		28	44.3	6.3 HAMLET				6.0		s	11.10	
							48.8	4.5 WATER TANK				1.5	W			
				s 5.10Pm	52	48	50.3	1.5 WILDROSE					R D P CT	s	10.30Am	
				Arrive Mon. and Fri.										Leave Wed. and Sat.		
				319										320		
				7.05				Time Over District						5.50		
				7.0				Average Speed per Hour						8.6		

SPECIAL RULES.

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

Branch Line trains will not occupy main line at Stanley Line Junction and Stanley without fully protecting themselves.

INITIAL STATIONS.

Stanley Line Junction for Train 319.

Wildrose " " 320.

TERMINAL STATIONS.

Stanley Line Junction for Train 320.

Wildrose " " 319.

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 " F8-1140-1199 " 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 " E2-994-995 " 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.....	.72	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.....	.72	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	930	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	930	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.

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

Box Cars, 28 to 30 foot.....	11 Tons	Engines numbered below 200 series.....	80 Tons
Box Cars, 33 foot.....	12 Tons	Engines numbered in 200 series.....	86 Tons
Box Cars, 34 foot.....	13 Tons	Engines numbered in 300 series.....	90 Tons
Box Cars, 36 foot.....	15 Tons	Engines numbered in 400 series.....	110 Tons
Box Cars, 40 foot.....	17 Tons	Engines numbered in 500 series.....	115 Tons
Refrigerator Cars.....	20 Tons	Engines numbered in 600 series.....	120 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons	Engines numbered in 700 series.....	140 Tons
Furniture, 40 to 50 foot.....	19 Tons	Engines numbered in 800 series.....	155 Tons
Cabooses, 8 wheel.....	17 Tons	Engines numbered in 900 series (except 992 to 997).....	115 Tons
Cabooses, 4 wheel.....	10 Tons	Engines numbered 992 to 997.....	95 Tons
Flat Cars, 28 to 30 foot.....	9 Tons	Engines numbered 1000 to 1007.....	131 Tons
Flat Cars, 33 and 34 foot.....	11 Tons	Engines numbered 1050 to 1069.....	144 Tons
Flat Cars, 40 foot.....	12 Tons	Engines numbered 1079 to 1095.....	158 Tons
Coal Cars.....	12 Tons	Engines numbered in 1100 and 1200 series.....	160 Tons
Gondola Cars.....	13 Tons	Engines numbered in 1300 series.....	160 Tons
Ore Cars, Wood.....	12 Tons	Engines numbered 1400 to 1405.....	173 Tons
Ore Cars, Steel.....	15 Tons	Engines numbered 1406 to 1425.....	188 Tons
Oil Tanks.....	15 Tons	Engines numbered in 1500 and 1600 series.....	179 Tons
Ballast Cars.....	12 Tons	Engines numbered in 1700 series.....	180 Tons
Steam Wreckers.....	75 Tons	Engines numbered in 1800 series.....	219 Tons
Engine Tank (Empty).....	30 Tons	Engines numbered in 1900 series.....	262 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		

Speed Limit for Trains.

	Between	Passenger	Freight
Devils Lake and Williston.....		50 miles per hour.	30 miles per hour.
Branch Lines.....		35 miles per hour.	20 miles per hour.
Mallet Engines in any service.....			20 miles per hour.
Engines backing up with or without cars.....			20 miles per hour.

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 the same class.

1. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
2. When there are two or more sections of a freight train authorized to carry passengers, the last section only will carry passengers.
3. O-1 class engines will not go in on industry tracks. When necessary to do switching, enough cars will be held onto to make it unnecessary for engine to go in on these tracks.
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, St. Paul.			
Devils Lake.....	Dr. W. F. Sihler.	Stanley.....	Dr. M. E. Trainor.
Leeds.....	Dr. J. W. Warren.	White Earth.....	Dr. E. F. Kennedy.
Rugby.....	Dr. H. M. Collison.	Ray.....	Dr. W. B. Scott.
Towner.....	Dr. O. S. Craise.	Williston.....	Dr. F. H. Van Dyke.
Granville.....	Dr. J. S. Davies.	Cando.....	Dr. F. C. Harris.
Minot.....	Dr. L. H. Kermott.	Westhope.....	Dr. Chas. Durnin.
Minot.....	Dr. J. D. Taylor.	Sherwood.....	Dr. M. J. Keys.
Berthold.....	Dr. A. A. Husser.	Crosby.....	Dr. Blake Lancaster.

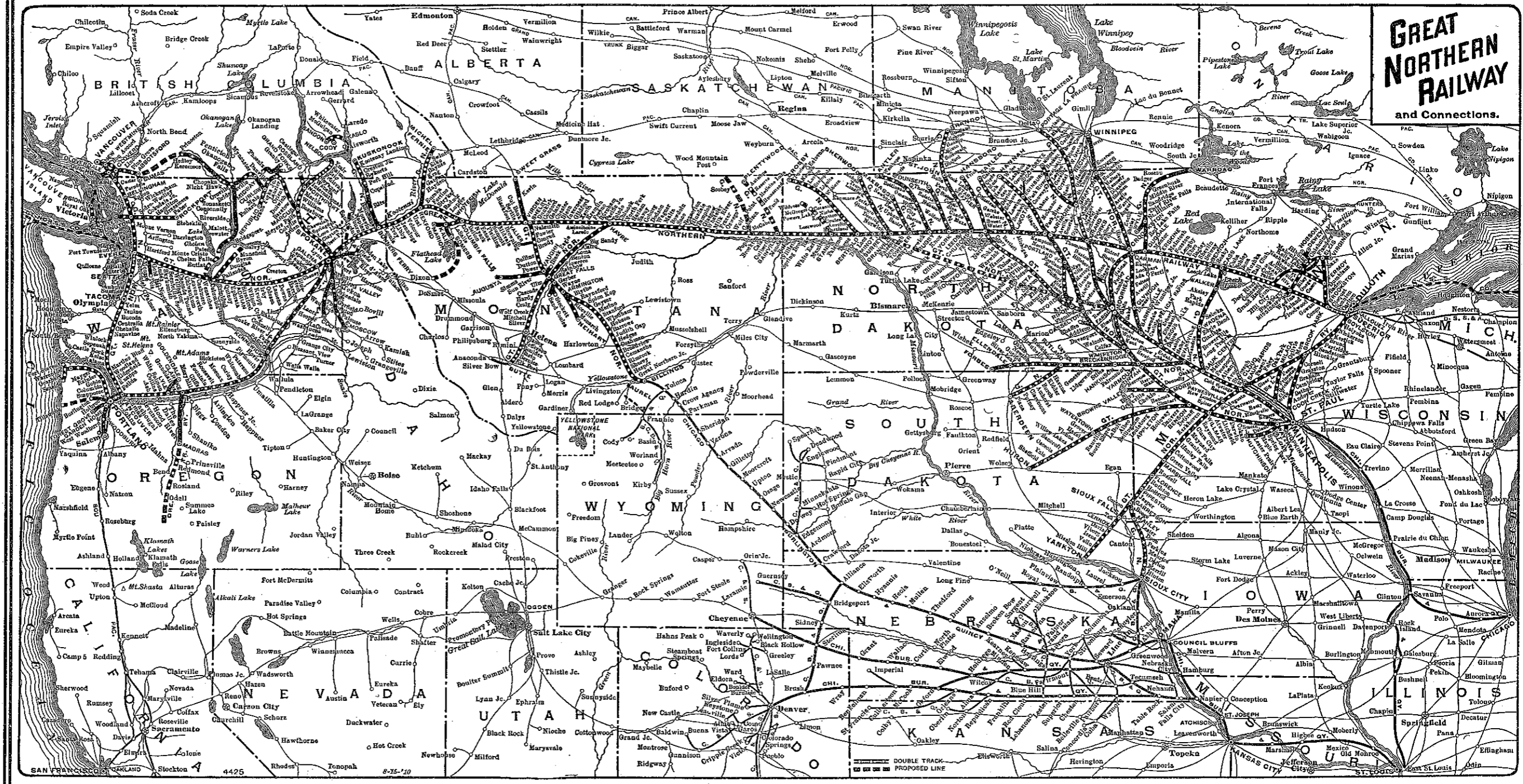
TIME INSPECTORS.

Devils Lake.....	F. Lueck.	Williston.....	F. H. Smith.
Rugby.....	J. G. Johnson.	Brandon.....	D. A. Reesor.
Towner.....	F. W. Kinnoin.	Crosby.....	Togstad Bros.
Minot.....	W. H. Reighart.		

F. B. COLE, Trick Dispatcher.
E. C. POWER, " "
T. S. SULLIVAN, " "

F. H. FRAHM, Trick Dispatcher.
W. F. CLOONE, " "

W. T. HIATT, Assistant Chief Dispatcher.
F. L. MESERVEY, Chief Dispatcher.
J. S. LANDIS, Trainmaster.
P. F. KEATING, Trainmaster.



GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK
PROPOSED LINE

SAN FRANCISCO OAKLAND STOCKTON 4425 8-25-10