

GREAT NORTHERN RAILWAY

NORTHERN DIVISION

TIME TABLE No. 29.

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

SUNDAY, JANUARY 12, 1913.

Superseding Time Table No. 28 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

R. L. KNEBEL, Superintendent.

J. H. TAYLOR, General Superintendent.

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

G. H. EMERSON, General Manager.

SECOND CLASS.		FIRST CLASS.						Capacity of Side Tracks	Distance from Barnesville	Time Table No. 29. In Effect January 12, 1913.	Telegraph Calls	Distance from Redland Junction.	SIGNS. See Rule 3, page 9.	FIRST CLASS.						SECOND CLASS.	THIRD CLASS.
403	405	7	1	11	131	29	5							30	2	12	132	6	8		548
Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passing Tracks	Other Tracks	STATIONS.			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
8.00Pm	6.50Pm	11.25Pm	5.30Pm	5.00Pm		5.10Am	4.05Am	26	480	BARNESVILLE	D	80.3	R@DNPWCT 0	12.05Am	s 1.30Am	s 8.45Am		s 11.25Pm	s 1.05Am		s 8.00Pm
8.05Pm	7.05	11.30	5.32Pm	5.02Pm		5.12Am	4.10			BARNESVILLE JUNCTION		79.2		11.59Pm	1.27Am	8.40Am		11.18	12.58		2.45
	7.25	11.48					f 4.24	44	7.8	DOWNER		72.5	P		f			f 11.06	12.44		2.15
	7.40							12	13.2	CRAWFORD		67.1									1.40
									17.4	N. P. RY. CROSSING		62.9	IK								
	8.00	s 12.01Am					s 4.42	40	18	GLYNDON	ND	62.9	DNPW Y					s 10.48	12.27		1.20
	8.20	12.13					f 4.55	53	24.1	AVERILL		56.2	P					f 10.34	12.13Am		12.40
	8.40	12.27					s 5.10	39	26	FELTON	FN	48.3	D PW					e 10.20	11.59		12.01Pm
	9.00	12.40					s 5.25	43	39.0	BORUP		41.3	P					s 10.05	11.45		11.20
	9.10						f 5.81	11	42.2	WHEATVILLE		38.1						f 9.58			11.05
	9.48	s 12.57					s 5.48	68	106	ADA	Q	33.0	DNPWC					s 9.48	s 11.31		10.45
	10.15	1.08					f 5.59	36	52.2	HADLER		28.1	P					f 9.35	11.19		9.15
	11.11	1.17					s 6.10	63	39	LOCKHART		23.2	P					s 9.26	11.11		9.00
	11.32	1.30					s 6.25	64	29	BELTRAMI		16.1	PW					s 9.13	11.00		8.35
	11.52	1.41					f 6.37	41	70.3	RUSSIA		10.0	P					f 9.02	10.49		8.10
	12.19Am	1.50					f 6.47	43	74.4	KITTON		5.9	P					f 8.54	10.40		7.50
						8.06Am			79.4	MOORHEAD NOR. JUNCTION		0.9									
	12.35Am							1120	80.0	REDLAND	CA	0.0	R@DNPWCTY 0								7.30Am
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			REDLAND JUNCTION		0.0		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
403	405	7	1	11	131	29	5							30	2	12	132	6	8		548
.05 13.2	5.45 14.5	2.40 31.0	.02 33.0	.02 33.0	.04 19.0	.02 33.0	2.57 27.2			Time Over District Average Speed Per Hour				.03 22.0	.03 22.0	.05 13.2	.06 12.0	2.47 29.1	2.42 30.0		7.30 10.7

Special Rules.

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

Scheduled trains will protect against superior trains, and extra trains will move under protection of flagman, between Barnesville and Barnesville Junction: Telephone in Booth at Barnesville Junction gives communication with Register office at Barnesville. No. 548 will carry passengers with proper transportation.

Normal position of Junction Switches:

- Barnesville Junction for Dakota Division.
- Moorhead Northern Junction for First District.
- Redland Junction, "Dakota Track" for Redland Yard.
- "Northern Track" for Second District.

Derail switch is located on west end Team Track at Barnesville.

West-bound trains will be governed by Electric Distant and Home Signals at Moorhead Northern Junction.

Bulletin Boards are placed at Barnesville and Redland.

Yard Limit Boards are placed each way from Barnesville and Redland.

INITIAL STATIONS.

- Barnesville for trains 1, 5, 7, 11, 29, 403, 405.
- Redland " " 548.
- Redland Junction " " 6, 8, 132.
- Barnesville Junction " " 2, 12, 30.
- Moorhead Nor. Jct. " " 131.

TERMINAL STATIONS.

- Barnesville for trains 2, 6, 8, 12, 30, 548.
- Redland " " 405.
- Redland Junction " " 5, 7, 131.
- Barnesville Junction " " 1, 11, 29, 403.
- Moorhead Nor. Jct. " " 132.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Barnesville	Switch at	Car Capacity
Northern Division Spur No. 1	20.7	East End	8

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Capacity of Side Tracks	Distance from Cass Lake.	STATIONS.	Telegraph Calls.	Distance from Redland.	SIGNS. See Rule 3 page 9.	FIRST CLASS.				THIRD CLASS.	
551 (No. 554)	625	427	413	105	33	133 (No. 136)	35							106	34	134 (No. 135)	36	106	34	134	36
Local Freight	Local Freight	Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Leave Tues. Thurs. and Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	6.15Am	9.30Am	12.40PM	7.10Pm	2.30Pm		2.40Am	960	0.0	CASS LAKE	CS	104.9	R@DNPWCTY O	6.55Am	12.40Pm	3.05Am			
	106 6.46	9.45	1.10	7.18	2.39		2.53	88	12	4.1	FARRIS	100.8	P	6.46	12.29	2.53			
	7.10	10.00	1.35	7.29	2.49		3.04	88	13	9.7	ROBBY	95.2	P	6.38	12.20	2.42			
										14.3	M. & I. RY. CROSSING	90.6	IK						
	9.00	10.30	2.15	7.40Pm	3.10		3.22	87	125	15.3	BEMIDJI	89.6	R DNPW Y	6.30Am	12.03Pm	2.32			
	9.30	11.00	2.50		3.23		3.36	88	12	21.5	WILTON	83.4	D P	11.47		2.17			
	9.55	11.35	3.35		4.13		3.50	95	14	27.5	SOLWAY	77.4	P	11.35		2.07			
	10.25	12.05Pm	4.30		4.48		4.04	88	34	33.7	SHEVLIN	71.2	D PW	11.22		1.57			
	11.07	12.35	5.15		4.02		4.20	88	24	40.4	BAGLEY	64.5	D P	11.07		1.45			
										42.0	WATER TANK	62.9	PW						
	11.55	1.05	6.00		4.15		4.25	84	115	47.9	EBRO	57.0	P Y	10.52		1.32			
	12.30Pm	1.35	6.45		4.28		4.48	170	42	53.8	LENGBY	51.1	D PWC	10.38		1.21			
	1.10	2.05	7.20		4.46		5.06	88	87	60.8	FOSSTON	44.1	DNP	10.21		1.07			
	1.50	2.35	7.55		5.02		5.23	88	43	68.4	McINTOSH	36.5	D PW	10.01		12.52			
										74.1	M. ST. P. & S. S. M. RY. CROSSING	30.8	IK						
	2.35	3.05	8.25		5.17		5.37	90	83	74.4	ERSKINE	20.5	D PW K	9.45		12.39			
	3.05	3.30	8.55		5.30		5.52	88	39	81.1	MENTOR	23.8	P	9.30		12.26			
	3.25	3.50	9.25		5.41		6.04	92	27	86.7	DUGDALE	18.2	PW	9.16		12.17			
4.50Pm	3.35	3.55	9.35		5.45	5.35Pm	6.08			87.8	TILDEN JUNCTION	17.1	R DNP	9.18	9.28Am	12.14			
										87.8	N. P. RY. CROSSING	17.1	IK						
	5.05	5.55	10.05		5.55	5.44	6.18	88	34	92.6	BENOIT	12.3	PW	9.02	9.17	12.04Am			
	5.25	4.20	10.37		6.06	5.55	6.32	86	39	99.3	BURWELL	5.6	P	8.49	9.04	11.51			
										102.5	N. P. RY. CROSSING	2.4	P IK						
133 6.00Pm	4.50Pm	5.30Pm	11.30Pm		6.20Pm	5.51 6.10Pm	6.48Am	1120	104.0	104.0	REDLAND	0.0	R@DNPWCTYO		8.35Am	8.50Am	4.13 11.40Pm		
1.10 17.4	10.35 10.0	8.00 13.1	10.50 9.7	.30 30.6	3.50 27.4	.35 30.5	4.08 25.4							106 36.8	34 25.7	134 26.8	36 30.8		

Special Rules.

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

Bulletin Boards are placed at Cass Lake and Redland.
Yard Limit Boards are placed each way from Cass Lake, Bemidji and Redland.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Nos. 551 and 625 will carry passengers with proper transportation.
Normal position of Junction switch at Tilden Junction is for Northern Division main track.
Derail Switch on coal track at Lengby, on Grace Lake Spur and on Wye west of Bemidji.
No. 36 will register by card at Tilden Junction.
No. 34 will stop at Burwell and Benoit to pick up passengers destined to stations east of Tilden Junction.
Trains will look out for Fergus Falls Division trains between West "Y" Switch and Station at Cass Lake.
Trains using Wye west of Bemidji will run carefully expecting to find cars on it.
Two passing tracks at Lengby, No. 1 will be used by east bound trains, No. 2 will be used by west bound trains.

INITIAL STATIONS:

Cass Lake for trains 33,35,105, 413, 427, 625.
Bemidji " " 106.
Tilden Junction " " 133, 551.
Redland " " 34, 36, 134.

TERMINAL STATIONS:

Cass Lake for trains 34, 36, 106.
Bemidji " " 105.
Tilden Junction " " 134.
Redland " " 33,35,133, 413, 427, 551, 625.

Name	Miles from Cass Lake	Switch at	Car Capacity
Grace Lake Spur	5.6	East End	4
Northern Div. Spur No. 2	23.	East End	8

THIRD DISTRICT—NOYES TO REDLAND.

Time Table No. 29. In Effect January 12, 1913.	Distance from Noyes.	SIGNS. See Rule 3, page 9.	FIRST CLASS.										THIRD CLASS.		
			34	134	152 (No. 131)	132	36	8	6				550		
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Local Freight		
STATIONS.			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive daily Ex. Sunday	Arrive Daily	Arrive Daily				Arrive Daily			
REDLAND	93.4	R@DNPWCTY O		8.35Am	8.50Am			11.40Pm					4.10Pm		
REDLAND JUNCTION	92.6			8.33	8.48		6.38Pm	11.37	10.28Pm	8.38Pm			4.05		
CROOKSTON	91.5	R@DNP		8.30 8.10	131 8.45Am		6.35 6.25	133 11.30	10.20 10.15	8.35 8.30			4.00		
WEST YARD LIMIT	90.3			8.07Am			6.20	11.25Pm	10.12	8.28Pm			3.50		
N. P. RY. CROSSING	88.5														
SHIRLEY	84.9	P					6.08		10.00				3.25		
N. P. RY. CROSSING	80.4														
EUCLID	77.7	PW					5.54		9.49				2.50		
ANGUS	69.6	P					5.38		9.34				2.00		
ROON	64.5						5.28						1.85		
ST. P. & S. M. RY. CROSSING	61.4														
WARREN	61.1	D PW					5.20		9.18				1.10Pm		
LUNA	57.0						5.08						11.45		
ARGYLE	51.4	D P					4.58		8.58				11.25		
STEPHEN	42.8	D PWC					4.40		8.42				132 10.15		
DONALDSON	34.2	P					4.21		8.27				9.50		
KENNEDY	29.4	P					4.12		8.18				9.15		
CHATHAM	24.5						4.02						8.50		
HALLOCK	20.2	D PW					3.54		8.00				405 8.25		
NORTHCOTE	14.7	P					3.40		7.47				7.55		
HUMBOLDT	8.0	P					3.27		7.36				7.25		
ST. VINCENT JUNCTION	2.5	P Y					11.55Am	3.15	7.26Pm				6.55		
ST. VINCENT	4.3	R P					131 11.47Am	151 3.12Pm					6.50Am		
ST. VINCENT JUNCTION	2.5	Y					3.05Pm		7.26Pm				6.80Am		
NOYES	0.0	R DNP C					3.00Pm		7.20Pm				6.15Am		
				Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			Leave Daily		
				34	134	152	132	36	8	6			550		
Time Over District				.28	.05	.08	3.38	.15	3.02	.10			9.55		
Average Speed Per Hour				6.5	24.0	13.9	25.9	12.4	30.8	14.4			10.0		

Special Rules.

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

INITIAL STATIONS.

Redland for trains 33, 35, 133, 405, 413.
 Redland Junction " " 5, 7, 131.
 St. Vincent Junction " " 151, 561.
 Noyes for trains 8, 132, 550.
 St. Vincent " " 152.
 "West Yard Limit" " " 6, 34, 38.
 Crookston " " 134.

TERMINAL STATIONS.

Crookston for trains 133.
 "West Yard Limit" " " 5, 33, 35, 413.
 St. Vincent " " 151, 561.
 Noyes " " 7, 131, 405.
 St. Vincent Junction for trains 152.
 Redland Junction " " 6, 8, 132.
 Redland " " 34, 36, 134, 550.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Redland	Switch at	Car Capacity
Hill Spur.....	79.6	East end	7

6 WEST BOUND. FOURTH DISTRICT—BETWEEN BRECKENRIDGE AND REDLAND. EAST BOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.				Capacity of Side Tracks Passing Tracks. Other Tracks.	Distance From Breckenridge.	Time Table No. 29. In Effect January 12, 1913.	STATIONS.	Telegraph Calls.	Distance From Redland.	SIGNS. See Rule 3, page 9.	FIRST CLASS.				THIRD CLASS.	
555				13	111	131	9								14	112	132	10		
Local Freight				Passenger	Mail	Passenger	Passenger								Local Freight					
Leave Tue. Thur. and Sat.				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily								Arrive Mon. Wed. and Fri.					
5.40Am				6.35Pm	1.20Pm		2.50Am		0.0	BRECKENRIDGE	BR	112.7	R@DNPWCT	9.30Am	12.30Pm	11.47Pm	5.00Pm			
TRAINS BETWEEN BRECKENRIDGE AND BRECKENRIDGE DIVISION JUNCTION WILL BE GOVERNED BY BRECKENRIDGE DIVISION TIME TABLE, AND BETWEEN MOORHEAD JUNCTION AND FARGO BY DAKOTA DIVISION TIME TABLE.																				
5.55Am				6.45Pm	1.24Pm		3.00Am		2.0	BRECKENRIDGE DIV. JCT.		110.7	R P	9.20Am	12.25Pm	11.37Pm	4.40Pm			
									3.5	C. M. & ST. P. RY. CROSSING		107.2								
f 6.10				f 6.57	1.35		3.11	41	7.4	1.9 LURGAN		105.3	P	f 9.07	12.12	11.28	f 4.10			
f 6.20				f 7.00				21	9.4	2.0 BRUSHVALE		103.3		f 9.04			f 3.55			
s 6.40				s 7.10	1.45		3.23	41	14.3	4.9 KENT		98.4	P	s 8.54	12.01Pm	f 11.10	s 3.35			
f 6.55				f 7.19				10	18.8	4.5 ROMNEY		93.9		f 8.45			f 3.05			
s 7.20				s 7.29	1.57		3.41	63	38	4.5 WOLVERTON	WO	89.4	D PW	s 8.35	11.46	f 10.51	s 2.50			
s 7.40				s 7.44	2.06		3.55	40	30.1	6.8 COMSTOCK		82.6	P	s 8.21	11.35	f 10.37	s 2.06			
s 8.10				s 7.54	2.18		4.05	41	35.3	5.2 RUSTAD		77.4	P	s 8.10	11.25	f 10.26	s 1.10			
f 8.30				f 8.04	2.21		4.18	41	40.8	5.5 FINKLE		71.9	P	f 8.00	11.16	10.17	f 12.45			
8.45				8.12	2.27		4.25		44.8	4.0 DAKOTA DIVISION JCT.		67.9	I	7.53	11.08	10.10	12.20			
									44.9	0.1 N. P. RY. CROSSING		67.8	IK							
s 8.55				s 8.15Pm	2.30Pm	5.35Am	4.30Am	198	45.6	0.7 MOORHEAD	MO	67.1	R DNP CTY	7.50Am	11.05Am	s 9.25Pm	10.07Pm			
f 10.00								11	50.6	5.0 LAMBS		62.1					f 11.30			
s 10.20					5.54			35	54.1	3.5 KRAGNES		58.6			s 9.01		s 11.15			
									60.6	6.5 WATER TANK		52.1	W							
s 11.00						6.10		35	61.0	0.4 GEORGETOWN		51.7			s 8.44		s 10.45			
s 11.35						6.25		34	67.6	6.6 PERLEY		45.1			s 8.27		s 10.15			
s 12.10Pm						6.40		39	73.6	6.0 HENDRUM		39.1			s 8.13		s 9.45			
									75.2	1.6 WATER TANK		37.5	W							
s 1.00						6.54		42	38.5	4.5 HALSTAD	SD	33.0	D		s 7.56		s 9.15			
s 1.45						7.11		50	87.2	7.5 SHELLY		25.5			s 7.40		s 8.35			
s 2.10						7.24		45	92.0	4.8 NIELSVILLE		20.7			s 7.30		s 8.05			
s 2.45						7.36		46	97.5	5.5 CLIMAX		15.2	W		s 7.18		s 7.36			
s 3.15						7.48		40	103.4	5.9 ELDRED		9.8			s 7.05		s 7.00			
f 3.40						7.59		29	109.3	5.9 GIRARD		3.4			f 6.52		f 6.40			
8.53						8.06Am			111.9	2.6 MOORHEAD NORTHERN JCT.		0.8			6.44Pm		6.28			
s 4.00Pm								1120	112.7	0.8 REDLAND	CA	0.0	R@DNPWCTY O				6.20Am			
Arrive Tue. Thur. and Sat.				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily							Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			
555				13	111	131	9							14	112	132	10	556		
10.20				1.40	1.10	2.31	1.40							1.40	1.25	2.41	1.40	10.40		
10.9				27.5	39.1	26.6	27.5			Time Over District Average Speed Per Hour				27.5	32.2	25.0	27.5	10.6		

Special Rules.
 West bound trains are superior to east bound trains of the same class.
 Yard Limit Boards are placed west of Breckenridge Division Junction, each way from Moorhead, and east of Moorhead Northern Junction.
INITIAL STATIONS.
 Breck. Division Junction for trains 9, 13, 111, 555.
 Moorhead " " " 10, 14, 112, 131.
 Moorhead Northern Junction " " " 132.
 Redland " " " 556.
TERMINAL STATIONS.
 Breck. Division Junction for trains 10, 14, 112, 556.
 Moorhead " " " 9, 13, 111, 132.
 Moorhead Northern Junction " " " 131.
 Redland " " " 555.

Nos. 555 and 556 will carry passengers with proper transportation.
 Normal position of Junction Switches:
 Breckenridge Division Junction for Breckenridge Division.
 Moorhead Northern Junction for First District.
 All trains will run carefully over the No. 9 turnouts at Dakota Division Junction and Breckenridge Division Junction.
 All trains are run under control in Moorhead Yard and look out for Dakota Division Trains and expect to find engines or cars on wye back of roundhouse.
 East-bound trains will get clearance from Dispatcher at Breckenridge before occupying Breckenridge Division main track at Breckenridge Division Junction.
 West-bound trains will be governed by low target at Moorhead Northern Junction; will stop 100 feet east of derail and not proceed until Junction switch is lined and signal is clear.
 East-bound trains will pull ahead of derail and low target before Junction switch is set for First District.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Breckenridge	Switch at	Car Capacity
Allen's Spur	28.4	East End	5
Douglas Spur	58.8	East End	7

THIRD CLASS.		FIRST CLASS.		Capacity of Side Tracks		Time Table No. 29. In Effect January 12, 1913.	STATIONS.	Telegraph Calls.	Distance From Warroad.	SIGNS. See Rule 3, page 9.	FIRST CLASS.		THIRD CLASS.	
557	553		135 (No. 134)	Passing Tracks.	Other Tracks.						136 (No. 133)	554 (No. 551)	558	Local Freight
Local Freight	Local Freight		Passenger									Local Freight	Local Freight	
Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.		Leave Daily Ex. Sunday									Arrive Tues., Thurs. & Sat.	Arrive Mon., Wed. & Fri.	
	6.00Am		9.30Am			0.0	TILDEN JUNCTION	ON	115.0	R DN	I	5.35Pm		4.50Pm
TRAINS BETWEEN RED LAKE FALLS JUNCTION AND TILDEN JUNCTION WILL USE NOR. PAC. RY. TRACK AND TIME TABLE.														
	6.40Am		9.55Am			0.0	RED LAKE FALLS JUNCTION		105.1	R		5.05Pm		4.10Pm
s	7.05		s 10.05		54	2.1	RED LAKE FALLS	FA	103.0	D W	s	4.55		s 3.45
s	7.35		s 10.35		24	12.3	ST. HILAIRE	JO	92.8	D Y	s	4.25		s 2.15
s	8.40		s 11.10		42	19.9	THIEF RIVER FALLS	VR J	85.2	D W O	s	4.05		s 1.30
						23.5	M. ST. P. & S. M. RY. CROSSING		81.6					
f	10.25		f 11.85		15	27.2	STEINER		77.9		f	3.34		f 12.05Pm
s	10.50		s 11.50		40	32.6	HOLT		72.5	W	s	3.20		s 11.50
s	11.30		s 12.10Pm		54	42.5	MIDDLE RIVER		62.6		s	3.00		s 11.15
s	12.30Pm		s 12.30		40	51.0	STRATHCONA		54.1		s	2.40		s 10.50
s	1.15		s 1.00		52	61.3	GREENBUSH	GB	43.4	D W	s	2.15		s 10.15
s	2.50		s 1.50		40	70.8	BADGER		34.3		s	1.50		s 9.30
f	3.10		s 2.05		16	77.6	FOX		27.6		s	1.32		f 9.02
s	3.45		s 2.17		40	83.7	ROSEAU	RU	21.4	D W	s	1.20		s 8.40
f	4.00		f 2.27		16	88.6	MANDUS		18.6		f	1.09		f 8.00
f	4.20		f 2.36		16	92.8	SALOL		12.8		f	1.00		f 7.45
						104.5	C. N. Ry. CROSSING		0.6					
s	5.15Pm		s 8.05Pm		40	105.1	WARROAD	WD	0.0	R D WC Y	s	12.30Pm		s 7.00Am
s	8.10Am				18	20.0	WYLIE		100.5					s 8.05Am
s	8.35Am				24	12.3	ST. HILAIRE	JO	92.8	D Y				s 7.40Am
Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.		Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday		Leave Tues., Thurs. & Sat.	Leave Mon., Wed. & Fri.
557	553		135								136		554	558
18.3	11.15 10.2		5.35 21.4				Time Over District Average Speed Per Hour				5.05 22.6		9.50 11.6	18.3

Special Rules.

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

No. 557 will not leave Wylie until 558 has arrived at Wylie.
 Trains will reduce speed to 8 miles an hour over bridge No. 9 east of Red Lake Falls and through cuts east and west of Red Lake Falls.
 Nos. 553, 554, 557 and 558 will carry passengers with proper transportation.
 Normal position of Junction Switches:
 Great Northern switch at Tilden Junction for Second District.
 Northern Pacific switch at Tilden Junction for Northern Pacific main track.
 Red Lake Falls Junction for Northern Pacific.
 Wylie "Y" for Fifth District main track.
 Trains will look out for cars standing on main track in front of depot at Warroad.
 Yard Limit Boards are placed east from Warroad.

INITIAL STATIONS.

Red Lake Falls Junction for trains 135, 553.
 St. Hilaire " " 558.
 Wylie " " 557.
 Warroad " " 136, 554.

TERMINAL STATIONS.

Red Lake Falls Junction for trains 136, 554.
 St. Hilaire " " 557.
 Wylie " " 558.
 Warroad " " 135, 553.

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

STATIONS.	Ruling Grade	Class F4-1095-1099				Class F3-701				Class F1-500-565				Class D5-450-470				Class D1-360				Class B20-197-206				Class B3-100-195 to B19-232-294			
		" F5-1100-1109				" G2-700-719				" F2-595-599								" D2-300-359				" B21-207-225							
		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
Cass Lake to Redland .....	.4	2470	2245	1975	1855	2245	2020	1795	1685	2090	1880	1670	1570	2040	1835	1630	1530	1580	1420	1265	1185	1223	1100	980	915	1080	970	865	810
Redland to Ebro .....	.4	2310	2100	1850	1735	2100	1890	1680	1575	1460	1315	1170	1095	1410	1270	1130	1060	1120	1010	895	840	830	745	665	625	780	700	625	585
Ebro to Cass Lake .....	.4	3035	2760	2430	2275	2760	2485	2210	2070	2490	2240	1990	1870	2440	2195	1950	1830	1910	1720	1530	1435	1475	1330	1180	1105	1320	1195	1060	995
Barnesville to St. Vincent .....	.2	3080	2775	2465	2310	2750	2475	2200	2065	2490	2240	1990	1870	2440	2195	1950	1830	1910	1720	1530	1435	1475	1330	1180	1105	1320	1195	1060	995
St. Vincent to Barnesville .....	.2	3080	2775	2465	2310	2750	2475	2200	2065	2490	2240	1990	1870	2440	2195	1950	1830	1910	1720	1530	1435	1475	1330	1180	1105	1320	1195	1060	995
Breckenridge to Redland .....	.3	3080	2775	2465	2310	2750	2475	2200	2065	2490	2240	1990	1870	2440	2195	1950	1830	1910	1720	1530	1435	1475	1330	1180	1105	1320	1195	1060	995
Redland to Breckenridge .....	.3	3080	2775	2465	2310	2750	2475	2200	2065	2490	2240	1990	1870	2440	2195	1950	1830	1910	1720	1530	1435	1475	1330	1180	1105	1320	1195	1060	995
Red Lake Falls to Warroad .....	.4									1767	1591	1415	1325	1700	1530	1360	1280	1357	1220	1085	1020	1050	945	840	790	930	835	745	700
Warroad to Red Lake Falls .....	.4									1767	1591	1415	1325	1700	1530	1360	1280	1357	1220	1085	1020	1050	945	840	790	930	835	745	700

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.

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	Engines numbered below 200 series.....	80 Tons
Box Cars, 33 foot.....	12 Tons	Engines numbered in 200 series.....	90 Tons
Box Cars, 34 foot.....	13 Tons	Engines numbered in 300 series.....	86 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
Caboose, 8 wheel.....	17 Tons	Engines numbered in 900 series (except 992 to 997).....	115 Tons
Caboose, 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.....	252 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		

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.

Speed Limit For Trains.

	PASSENGER.	FREIGHT.
Between Barnesville and Redland.....	45 miles per hour.	30 miles per hour.
" Cass Lake and Redland.....	45 miles per hour.	30 miles per hour.
" Redland and Noyes.....	45 miles per hour.	30 miles per hour.
" St. Vincent Junction and St. Vincent.....	25 miles per hour.	20 miles per hour.
" Breckenridge and Moorhead.....	40 miles per hour.	25 miles per hour.
" Moorhead and Redland.....	35 miles per hour.	20 miles per hour.
" Red Lake Falls Junction and Steiner.....	25 miles per hour.	20 miles per hour.
" Steiner and Greenbush.....	30 miles per hour.	25 miles per hour.
" Greenbush and Warroad.....	25 miles per hour.	20 miles per hour.

All 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.

SPECIAL RULES.

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

All trains displaying signals for following sections will stop at ALL registering stations, and the Conductor will register in person.

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 in wareroom or booth 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.)

Barnesville.....	Dr. A. Cyr.
Ada.....	Dr. W. B. Holmes.
Crookston.....	Dr. O. L. Bertelson.
Warren.....	Dr. G. S. Wattam.
Argyle.....	Dr. H. C. Stuhr.
Hallock.....	Dr. A. Shaleen.

St. Vincent.....	Dr. C. B. Harris.
Red Lake Falls.....	Dr. I. Lemieux.
Thief River Falls.....	Dr. H. G. Hieber.
Moorhead.....	Dr. W. J. Awty.
Wolverton.....	Dr. H. D. Newkirk.
Breckenridge.....	Dr. R. H. Devinnie.
Cass Lake.....	Dr. Geo. C. Gilbert.
Bemidji.....	Dr. E. H. Marcum.
McIntosh.....	Dr. P. O. Neraal.

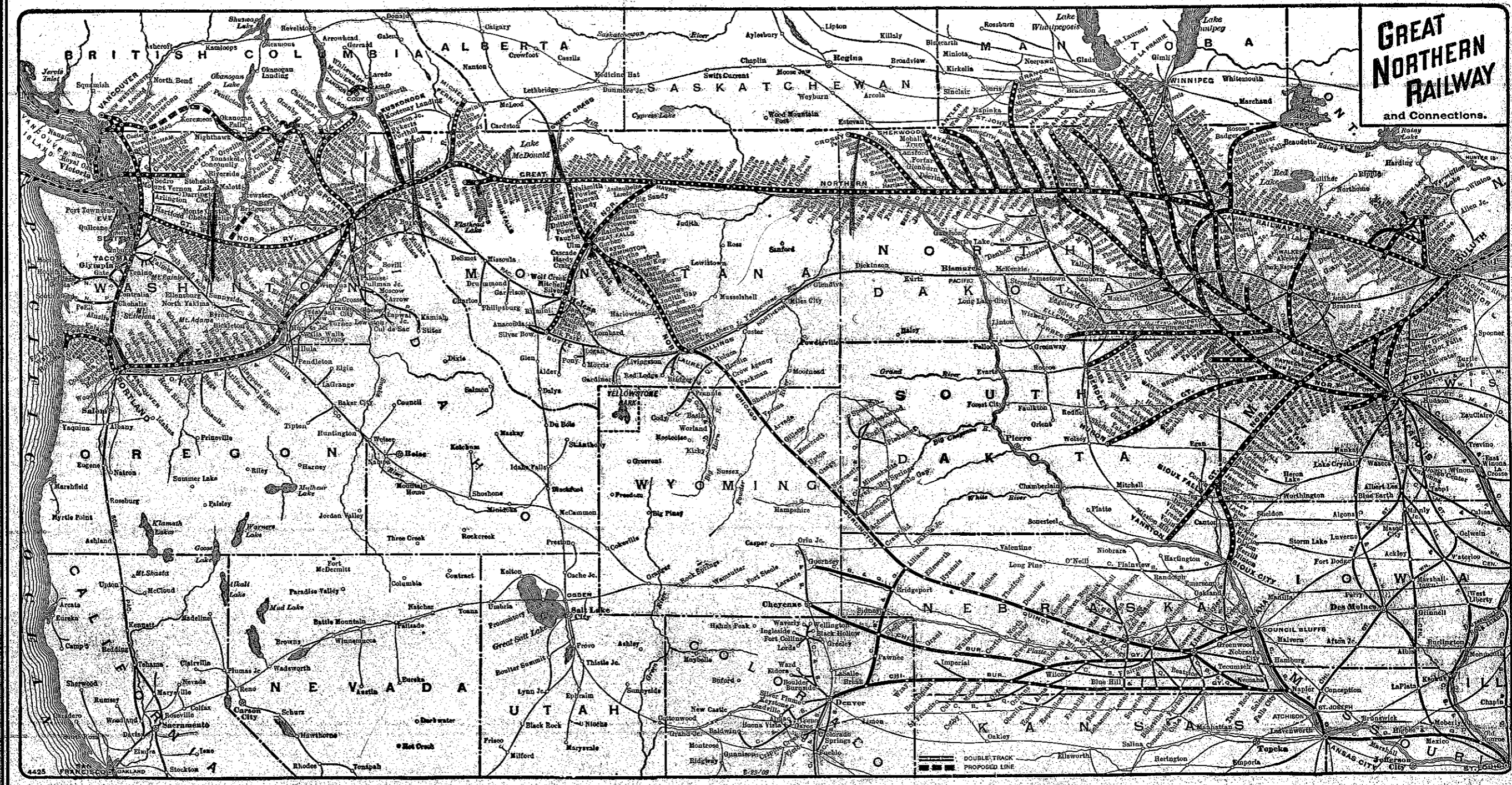
TIME INSPECTORS.

Crookston.....	Thos. Morris.
Cass Lake.....	H. F. Gamenthaler.

Barnesville.....	A. B. Spencer.
Breckenridge.....	W. M. James.

O. A. CARPENTER, Trick Dispatcher.
G. H. PIETSCH, Trick Dispatcher.
C. H. ZEALAND, Trick Dispatcher.

F. E. GERRISH, Chief Dispatcher.
J. W. GRANGER, Trainmaster.



GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK
PROPOSED LINE

4425