

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY

DAKOTA DIVISION.

Time Table No. 51.

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

SUNDAY, DECEMBER 15TH, 1901.

General Rules, regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in the Train Service while on duty.

This Time Table is in no case intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

DESTROY ALL PREVIOUS TIME TABLES.

W. H. HILL, Asst. Superintendent.
D. McLAREN, Superintendent.

J. M. GRUBER, Asst. Gen'l Superintendent.
F. E. WARD, General Superintendent.

DAKOTA DIVISION.--Larimore to Cass Lake.

TRAINS GOING WEST.

TRAINS GOING WEST.							Car Capacity of Sidings.	Telegraph Offices	Telegraph Cuts	Distance from Cass Lake.	STATIONS.	Distance from Larimore.	Distance from Carman.	Water, Coal, R.R. Crossing, Turntables, Wyes	TRAINS GOING EAST.						
Third Class	Second Class	First Class	First Class	First Class	First Class	First Class									First Class	First Class	First Class	First Class	First Class	Second Class	Third Class
No. 85	No. 19	No. 109	No. 13	No. 111	No. 3	No. 7									No. 4	No. 110	No. 14	No. 8	No. 112	No. 18	No. 86
Local Freight	Through Freight	Passenger	Passenger	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Passenger	Passenger	Through Freight	Local Freight
Daily Ex. Sunday 9 00 AM Do	Daily 8 15 AM Do	Daily Ex. Sun. 7 35 PM Do	Daily 1 17 PM Do	Daily Ex. Sun. 6 30 AM Do Mt 18	Daily 6 39	Daily 7 03 AM Ar	85	DN	CS	4.21	Cass Lake	159.83	105.65	WCTY		7 41 AM Ar	1 00 PM Ar		9 00 PM Ar	6 30 AM Ar Mt 11	5 00 PM Ar
9 23	8 40	7 44	1 24	6 39			85			4.21	Farris	155.62	101.44		7 34	12 50		8 50	8 50	6 10	4 40
9 45	9 00	7 54	1 33	6 49			85			9.74	Rosby	150.09	95.91		7 26	12 38		8 39	8 39	5 55	4 15
10 45	9 35	8 03 PM Ar	1 46	7 03 AM Ar			187	DN	BM	15.42	Bemidji	144.41	90.23	W	7 15 AM Do Daily Ex. Sun.	12 27		8 25 PM Do Daily Ex. Sun.	8 25	5 30	3 50
11 20	10 00		1 56				83			21.56	Selkce	138.27	84.09			12 13				5 05	3 10
12 01 PM Mt 14	10 25		2 06				86	D	SY	27.45	Solway	132.38	78.20			12 01 PM Mt 25				4 47	2 50
12 45	10 50	No. 109	2 17 Mt 06	No. 111			93	DN	VN	33.68	Shevlin	126.15	71.97	W		No. 110			No. 112	4 25	2 17 Mt 13
1 30 Mt 06	11 29 Mt 14		2 35				97	D	BY	40.43	Bagley	119.40	65.22			11 29 Mt 19				3 55	1 30 Mt 05
2 15	11 55		2 51				235	DN	BR	47.79	Ebro	112.04	57.86			11 14				3 35	12 45
3 05 13 PM	12 15 PM Mt 06		3 05 PM 05				93	DN	G	53.75	Lengby	106.08	51.90	CW						3 05	12 15 PM Mt 19
3 50	12 53		3 20				127	D	FO	60.82	Fosston	99.01	44.83							2 30	10 46 PM
4 30	1 16		3 33				109	DN	NI	68.39	McIntosh	91.44	37.26	W						2 00	9 45
5 00	1 39		3 45				105	D	KN	74.43	Erskine	85.40	31.23							1 35	8 50
5 35	2 02	Second Class	3 57	Third Class			103	D	MR	81.12	Mentor	78.71	24.53			Third Class			Second Class	1 15	8 05
6 00	2 22	No. 17	4 07	No. 139			94	DN	DU	86.56	Dugdale	73.27	19.09	XW		No. 138			No. 20	12 45	7 45
6 20	2 42	Through Freight	4 18	Local Freight			132			92.57	Benoit	67.26	13.08			Local Freight			Through Freight	12 15 AM	7 15
6 40	3 02		4 30				104			99.30	Burwell	60.53	6.35							11 40	6 35
7 00 PM Ar	3 26 PM 139	Daily 2 30 PM Do	4 40	Daily Ex. Sun. 4 45 AM Do		6 52 AM Do	838	DN	CA	105.65	Carman	54.18		WCTY		3 55 Mt 19 PM Ar	9 10	9 09 PM Ar	12 01 AM Ar	11 15 10 30	6 00 AM Do
	4 05	2 33	4 49	4 55		6 55 7 00	247	DN	C	106.86	Crookston	52.97	1.21	W		3 45	9 05	9 00	11 50	10 20	
	4 10	2 40	4 51	5 00		7 02				108.08	St. Vincent Line Junction	51.75	2.43			3 40	8 55	8 53	11 45	10 15	
	4 45	3 12 Mt 139	5 10	5 35		7 22	110	DN	PH	117.71	Fisher	42.12	12.06	W		3 12 Mt 17	8 40	8 35	11 22	9 44	
	6 05	3 35	5 21	5 55		7 32	92	D	RY	125.13	Mallory	34.70	19.48			2 30	8 27	8 22	11 04	9 20	
	6 25	3 55	5 32	6 10		7 45	141	D	EA	131.06	E. Grand Forks	28.77	25.41			2 10	8 16	8 12	10 50	9 00	
	5 30 3 PM	4 00	6 38 PM Ar	6 15	6 12 PM Do PM 19	7 50 Mt 14 8 20	669	DN	DI	132.05	Grand Forks	27.78	26.40	WCTY	4 30 AM Ar	2 05	8 10 AM Do Mt 7	8 05	10 45	8 55	
	6 22			6 55			5			134.01	University	25.82	23.36			1 30		7 35	10 20	8 30	
	6 37	4 20		7 10	6 18	8 30	33	DN	JN	135.47	Grand Forks Jct.	24.36	29.82	Y	4 20	1 15		7 25	10 05	8 15	
	7 10 Mt 8	4 45		7 40	6 30	8 45	109			143.10	Ojato	16.73	37.45		4 09	12 50		7 10 Mt 19	9 40	7 50	
	7 35 Mt 18	5 06		8 15	6 36	8 53	120	DN	DO	147.73	Emerado	12.10	42.08	W	4 04	12 25 PM		6 59	9 25	7 35 Mt 19	
	8 00	5 27		9 05 7 PM	6 46 Mt 8	9 05 PM 139	108	D	VI	153.78	Arville	6.05	48.13		3 55	11 45		6 46 Mt 3	9 00	7 16	
	8 30 Mt 20 PM Ar	5 53 PM Ar		9 45 AM Ar	6 55 Mt 18 PM Ar	9 15 AM Ar	838	DN	KI	159.83	Larimore		54.18	WCT	3 47 AM Do Daily	11 20 AM Do Daily Ex. Sun.		6 28 PM Do Daily	8 30 Mt 13 Daily	6 55 PM Do Daily	Daily Ex. Sunday
No. 85	No. 19	No. 17	No. 13	No. 139	No. 3	No. 7									No. 4	No. 138	No. 14	No. 8	No. 20	No. 18	No. 86

Westbound trains are superior to eastbound trains of the same class.

SPECIAL RULES.

All train and engine men must keep themselves supplied with the current time card of the Northern division and be governed by it between Grand Forks and Grand Forks Junction, and between Carman Junction and St. Vincent Line Junction. Dakota Division time card is void between said points.

Trains will register at Larimore Yard, Larimore, Grand Forks Junction, Grand Forks, Carman, Bemidji and Cass Lake, but passenger trains will register at Larimore Yard by card only. Freight trains will not register at Larimore passenger depot.

All trains carrying signals for following sections will stop at all registering stations and the conductors will register in person. This rule does not apply to freight trains at Larimore passenger depot.

All trains look out for Fergus Falls division trains between west wye switch and station at Cass Lake. Yard limit boards are placed west of Cass Lake and east of Carman, 4,000 feet west of St. Vincent Line Junction and east of East Grand Forks and east of Larimore.

Care must be taken to see that switches are set right at spur No. 6 one mile west of Rosby; No. 7 1.61 and No. 8 1.91 miles west of Bemidji; and No. 9 just east of the east switch of Selkce passing track; also at mill spur, 2 1/2 mile east of East Grand Forks; at Hunt, 3 miles east of East Grand Forks; at Sprague, 3 1/2 miles east of Mallory and at Hixon, 4 1/2 miles east of Fisher.

No. 17 must clear No. 8 and No. 134 at West Yard, Larimore.

All safety switches must be set for derail when not in actual use.

All freight trains on descending grades will take siding for freight trains of same class running in opposite direction, except light engines or engines with caboose only, which trains will take siding at all meeting or passing points, except when running as sections of a passenger train.

Clocks regulated to Standard Time are located at Cass Lake and Carman, and in the dispatchers' offices at Grand Forks and Larimore.

All westbound trains will come to a full stop at Carman Junction, and all eastbound trains will come to a full stop at Grand Forks Junction and St. Vincent Line Junction, and know the way is clear before proceeding. No. 7 will come to a full stop at the junction at the east end of Larimore yard; and all freight trains will approach said junction under full control and know that the line is clear before entering the yard. Breckenridge line should be watched carefully by all west bound trains.

The switch at Carman Junction and St. Vincent Line Junction will be set for Dakota division, and the east switch at Grand Forks Junction will be kept set for the Northern division.

All trains will come to a full stop at stop-board at the crossing of the Northern Pacific railway, about 3 1/5 miles east of Carman, and at the crossing of Brainerd & Northern Minnesota railway 1 mile east of Bemidji, and know the way is clear before proceeding.

The crossing of the Northern Pacific railway about 1 1/2 miles west of Dugdale is protected by an interlocking plant and semaphores. All train and engine men will provide themselves with a book of the Company's rules for the operation and maintenance of interlocking plants.

Trains 85 and 86, 138 and 139 will carry passengers when provided with permits. When there are two or more sections of a freight train the last section only shall carry passengers.

REFERENCE MARKS. S-Regular Stops; F-Stop on Signal; D-Day telegraph office; N-Night telegraph office; W-Water; C-Coal; O-Scales; T-Turntable; Y-Wye; X-Railroad crossing.

W. E. TEW, Train Master, Carman.

J. W. McDONALD, Chief Train Dispatcher, Larimore.
B. S. ALLARD, Asst. Chief Train Dispatcher, Carman.

DAKOTA DIVISION - Larimore to Minot.

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TRAINS GOING WEST.

TRAINS GOING EAST.

Third Class	Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	Car Capacity of Siding.	Telegraph Office	Telegraph Calls	Distances from Larimore.	STATIONS.	Distances from Devils Lake.	Distances from Minot.	Water, Coal, R.R. Crossings, Turn tables, Wyes	First Class	First Class	First Class	Second Class	Second Class	Third Class	Third Class	Third Class
No. 141	No. 143	No. 153	No. 17	No. 15	No. 133	No. 7	No. 3									No. 4	No. 8	No. 134	No. 16	No. 18	No. 154	No. 142	No. 144
Local Freight	Local Freight	Local Freight	Through Freight	Through Freight	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Through Freight	Through Freight	Local Freight	Local Freight	Local Freight
Daily Ex. Sunday 5 00 AM De Mt 19	Daily Ex. Sunday 6 30 AM De Mt 19	Daily Ex. Sunday 6 30 AM De Mt 19	Daily Ex. Sunday 6 59 PM De Mt 19	Daily Ex. Sunday 11 30 PM De Mt 19	Daily Ex. Sunday 9 40 AM De Mt 19	Daily Ex. Sunday 9 30 AM De Mt 19	Daily Ex. Sunday 6 59 PM De Mt 17	838	D N	KI	2.37	Larimore	60.96	178.62	WCT	3 43 AM Ar	6 15 PM Ar	6 05 PM Ar	1 45 PM Ar	5 00 AM Ar Mt 141	4 40 PM Ar	5 40 PM Ar	5 40 PM Ar
5 10	6 45 AM Ar	6 45 AM Ar	7 15	11 35	9 47 AM Ar	9 35	7 04	77	N	NE	7.09	Park River Jct.	58.59	176.25		3 37	6 10	5 55 PM De	1 37	4 60	4 30	5 30 PM De	5 30 PM De
5 45			7 35	12 01 AM		9 45	7 12	115	D N	WA	13.88	Shawnee	52.87	171.53		3 30	6 00		1 20	4 34	4 05		
6 45			8 25	12 40		10 00	7 27	104	D	BE	20.17	Niagara	47.08	164.74	W	3 19	5 47		12 55	3 56	3 30		
7 45			9 00	1 10		10 14	7 38	101	D	MN	25.94	Petersburg	40.79	158.45		3 09	5 35		12 30	3 34	2 30		
8 45			9 18	1 22		10 24	7 45	101	D	MN	25.94	Michigan	35.02	152.68		3 01 PM 18	5 23		12 05 PM	3 01 PM	1 00 PM		
9 45			9 32	1 30		10 34	7 53	53	D	MA	30.62	Mapes	30.34	148.00	W	2 55	5 10		11 35 PM 142	2 25	11 35 PM 142		
10 15			9 48	1 40		10 46	8 01	100	D N	B	36.28	Lakota	24.68	142.34		2 47	4 57		11 20 PM 141	2 05	10 48 PM 141		
11 20			10 00	1 50 Mt 18		10 56 Mt 16	8 07	110	D	BA	40.31	Bartlett	20.65	138.31		2 42	4 45		10 56 Mt 7	1 50 Mt 15	9 15		
12 01			10 13	2 05		11 10	8 14	89			45.50	Doyon	15.46	133.12		2 36	4 35		10 20	1 25	8 45		
1 45			10 28	2 30 Mt 4		11 19	8 20	106	D N	CY	50.20	Crory	10.76	128.42		2 30 Mt 15	4 25		10 00	1 05	8 00		
2 30			10 40	2 50		11 28	8 26	91			55.83	Keith	5.13	122.79		2 22	4 12		9 40	12 50	7 30		
3 00 PM Ar			11 00	3 25		11 45	8 35	266	D N	KS	60.96	Devils Lake	0.	117.66	CT	2 15	4 02		9 20	12 30	5 00 PM Ar	7 00 AM De	
			11 30 Mt 13	3 55		11 55	8 47	107	D	GD	68.08	Grand Harbor	7.12	110.54		1 56	3 40		8 35	11 30 Mt 17	4 20		
			11 50	4 15		12 07 PM	8 57	45	D	PN	74.02	Penn	13.06	104.60	W	1 48	3 30		7 55	10 55	3 50		
			12 10 AM	4 35		12 18	9 08	201	D N	FY	79.83	Church's Ferry	18.87	98.79	CY	1 39	3 17 PM 154		7 25 Mt 153	10 25	3 17 PM 153		
			12 35	4 55		12 33	9 17	31			87.03	Niles	25.07	91.59		1 28	3 02		7 00	9 45	2 00		
			1 22 Mt 4	5 10		12 45	9 25 Mt 16	108	D	DS	91.38	Leads	30.42	87.24	X	1 22 Mt 17	2 55		6 45	9 25 Mt 3	1 40		
			1 35	5 35		12 58 Mt 154	9 36	45	D	XN	97.63	York	36.67	80.99	W	1 12	2 40		6 25	8 35	12 58 Mt 7		
			1 50	6 00 Mt 16		1 11	9 46	111	D N	OX	103.67	Knox	42.71	74.95		1 03	2 25		6 00 Mt 15	8 05	12 05 PM		
			2 10	6 20		1 21	9 54	43			109.14	Pleasant Lake	48.18	69.48		12 55	2 15		5 20	7 35	11 20		
			2 45	7 00		1 53 Mt 8	10 11	196	D N	RU	118.12	Rugby	57.16	60.50	WCY	12 40	1 53 Mt 7		4 45	7 00	10 55 Mt 153		
			3 05	7 20		2 10	10 20	85			123.44	Tunbridge	62.48	55.18		12 26	1 35		4 30	6 19	9 35		
			3 25	7 35		2 20	10 27	85	D	BK	129.68	Berwick	68.72	48.94		12 18	1 23		4 14	6 04	9 15		
			3 55 Mt 16	7 55 Mt 154		2 34	10 36	109	D N	OW	137.00	Towner	76.04	41.62		12 09 AM	1 08 Mt 153		3 55 Mt 17	5 45	8 35		
			4 20	8 20		2 47	10 47	86			145.71	Denbigh	81.75	32.91		11 58	12 50		3 10	5 20	7 55 Mt 15		
			4 45	8 40		2 58 PM 153	10 54	70			151.29	Riga	90.90	27.36		11 51	12 40		2 40	5 04	7 00		
			5 14	9 05		3 10	11 02	102	D N	J	157.55	Granville	98.89	21.07	W	11 42	12 30		2 20	4 40	6 40		
			5 45 Mt 154	9 35		3 22	11 12	90			164.80	Norwich	103.51	14.12		11 34	12 15		1 50	4 15 Mt 153	5 45 Mt 17		
			6 00	10 05		3 34 Mt 18	11 25 Mt 4	69			171.30	Surrey	110.34	7.32		11 25 Mt 3	12 02 PM		1 30	3 34 Mt 7	5 25		
			6 20	10 25		3 43	11 31	154	D	YD	175.85	Minot Stock Yards	114.89	2.77		11 16	11 54		1 10	3 10	5 10		
			6 30 AM Ar	10 35 AM Ar		3 50 PM Ar	11 36 PM Ar	699	D N	AD	178.62	Minot	117.66	0.	WCT	11 10 PM De Daily	11 45 AM De Daily	Daily Ex. Sunday	1 00 AM De Daily	3 00 PM De Daily	5 00 AM De Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
No. 141	No. 143	No. 153	No. 17	No. 15	No. 133	No. 7	No. 3									No. 4	No. 8	No. 134	No. 16	No. 18	No. 154	No. 142	No. 144

Westbound trains are superior to eastbound trains of the same class.

SPECIAL RULES.

All eastbound trains must come to a full stop at Park River Junction and at junctions at Church's Ferry and Rugby, and know that the way is clear before proceeding.
 Jamestown & Northern R. R. Crossing at Leeds is protected by a fixed signal. No train will exceed a speed of ten (10) miles per hour while passing over this crossing, and must know that the signal is in the safety position and that the way is clear before passing over.
 Yard limit boards are placed each way from Larimore, Devils Lake, Church's Ferry, Rugby and Minot.
 Minot yard extends from the yard limit board 2000 feet east of the east switch at Minot Stock Yards to the yard limit board west of Minot.
 All trains must run carefully with trains under full control between Park River Junction and Larimore, looking out for Hannah Branch trains, and within yard limits at Church's Ferry and Rugby keeping sharp lookout for branch trains at those points.
 No. 7 will take siding at Rugby for No. 8 at east end of passing track.

All safety switches must be set for derail when not in actual use.
 Car capacity of sidings includes passing, house and industry tracks, and is based on 40 feet per car.
 Trains will register at Larimore, Larimore Yard, Devils Lake, Church's Ferry, Rugby and Minot, but passenger trains will register at Larimore Yard by card only. Freight trains will not register at Larimore Passenger depot. Trains 3, 4 and 15 will register by card at Church's Ferry and Rugby.
 All trains carrying signals for following sections will stop at all registering stations and the conductors will register in person. This rule does not apply to freight trains at Larimore Passenger depot.
 Nos 141, 142, 153 and 154 will carry passengers when provided with permits. When there are two or more sections of a freight train, the last section only shall carry passengers.
REFERENCE MARKS. - Regular stop; F-Stop on Signal; D-Day telegraph office; N-Night telegraph office; W-Water; C-Coal; O-Scales; T-Turntable; Y-Wye; X-Railroad crossing.

All freight trains on descending grades will take siding for freight trains of same class running in opposite direction, except light engines or engines with caboose only, which will take siding at all meeting or passing points, except when running as sections of a passenger train.

Clocks regulated to Standard Time are located in the dispatcher's office at Larimore, and at Devils Lake and Minot.
 Water Tanks are located on main line 1 1/4 miles west of Doyon, 1 1/2 miles west of Devils Lake and 1 1/4 miles west of Towner.

J. W. McDONALD, Chief Train Dispatcher.

DAKOTA DIVISION.

HANNAH BRANCH.

TRAINS GOING WEST.										TRAINS GOING EAST.																	
Third Class				First Class				Car Capacity of Sidings.	Telegraph Offices	Telegraph Calls	Distances from Larimore.	STATIONS.	Distances from Hannah.	Coal, Water, etc.	First Class				Third Class								
No. 143				No. 133											No. 134				No. 144								
Local Freight				Passenger											Passenger				Local Freight								
Daily Ex. Sunday				Daily Ex. Sunday											Daily Ex. Sunday				Daily Ex. Sunday								
6 30 AM Do				9 40 AM Do				D N S				Larimore				6 05 PM Ar				5 40 PM Ar							
6 45				9 47				2.37				Park River Junct.				5 55				5 30							
7 25				9 59				36 D MC 8.18				McCanna				5 46				5 10							
8 05				10 15				37 D OR 14.76				Orr				5 28				4 35							
8 50				10 24				49 D NS 18.93				Inkster				5 18				4 00							
9 35				10 36				47 D AY 24.98				Conway				5 00				3 15							
10 15				10 48				56 D P 30.42				Pisak				4 45				2 30							
10 45 PM				11 01 PM				121 D K 36.57				Park River				4 30				1 45							
12 45 PM				11 20				41 D BU 45.93				Edinburg				4 10				12 45 PM Mt 143							
1 30				11 34 PM				41 52.00				Union				3 53				11 34 PM Mt 133							
2 30				11 48				60 D N 58.48				Milton				3 35				10 45							
3 00 PM				12 01 PM				44 D BK 64.23				Osnabrock				3 22 PM				9 45							
4 15				12 13				39 69.74				Easby				3 10				9 00							
5 15				12 26				67 D DN 75.93				Landon				2 55				8 20							
6 00				12 42				44 D D 82.97				Dresden				2 42				7 20							
6 45				12 59				44 D W 90.33				Wales				2 27				6 35							
7 15 PM Ar				1 15 PM Ar				44 D HN 97.03				Hannah				0. WCT				2 15 PM Do				6 00 AM Do			

Westbound trains are superior to eastbound trains of the same class.
 Trains will register at Larimore, Larimore Yard and Hannah, but passenger trains will register at Larimore Yard by card only except when carrying signals when the conductor must stop and register in person. Freight trains will not register at Larimore depot. Main line time card must be used between Larimore and Park River Junction, and due caution must be exercised at all times.
 Eastbound trains will come to a full stop at stop board west of Park River Jct., and know the way is clear before proceeding.
 Nos. 143 and 144 will carry passengers when provided with permits. Where there are two or more sections of a freight train the last section only shall carry passengers.
 All Hannah Branch Trains using track between Park River Jct. and Larimore must do so with trains under absolute control expecting to find opposing train on main line.

Capacity of Different Classes of Engines in Tons in addition to Weight of Engines, Tenders and Caboose.

STATIONS	Ruling Grade	19 x 32 210 Lbs. Nos. 720 to 779	19 x 26 180 Lbs. Nos. 500 to 565	19 x 26 180 Lbs. Nos. 450 to 476	19 x 24 180 Lbs. Nos. 400 to 426	19 x 24 150 Lbs. Nos. 300 to 360	18 x 24 145 Lbs.	17 x 24 145 Lbs.
Cass Lake to Carman	.4	2245	2090	2040	1930	1580	1223	1080
Carman to Emerado	.55	1900	1500	1450	1395	1160	890	800
Emerado to Minot	.6	1850	1392	1342	1285	1064	830	745
Minot to Rugby	.4	2100	1460	1410	1350	1120	860	760
Rugby to Church's Ferry	.6	1850	1392	1342	1285	1064	830	745
Church's Ferry to Devils Lake	.4	2245	1743	1693	1650	1395	1170	1080
Devils Lake to Niagara	.6	2100	1600	1550	1480	1225	1020	930
Niagara to Carman	.2	2760	2490	2440	2300	1912	1475	1325
Carman to Ebro	.4	2100	1460	1410	1350	1120	860	780
Ebro to Cass Lake	.4	2245	2090	2040	1930	1580	1223	1080
Larimore to Park River	.6	2100	1460	1410	1350	1064	830	745
Park River to Milton	.8		1140	1090	1050	870	660	620
Milton to Hannah	.76		1170	1120	1080	930	710	630
Hannah to McCanna	.6		1392	1342	1285	1064	830	745
McCanna to Larimore	.16		2121	2071	1970	1650	1365	1225
Ch. Ferry to St. John	.6		1392	1342	1285	1064	830	745
St. John to Ch. Ferry	.6		1392	1342	1285	1064	830	745
Rugby to Bottineau	.6		1392	1342	1285	1064	830	745
Bottineau to Rugby	.6		1392	1342	1285	1064	830	745

NOTE: Empty flat and coal cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.
 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.

ST. JOHN BRANCH.

TRAINS GOING WEST.										TRAINS GOING EAST.									
		Third Class	First Class	Car Capacity of Sidings.	Telegraph Offices	Telegraph Calls	Distances from Church's Ferry	STATIONS	Distances from St. John.	Coal, Water, etc.	First Class		Third Class						
		No. 147	No. 145								No. 146		No. 148						
		Local Freight	Passenger							Passenger		Local Freight							
.....	.....	Daily Ex. Sunday 8 00 AM Do	Daily Ex. Sunday 3 35 PM Do	.....	DN	FY	.....	Church's Ferry.	54.78	CY	12 01 PM Ar	7 30 PM Ar	.....	.....					
.....	.....	s 8 45	s 3 48	24	D	Z	7.28	Maza	47.50	.....	s 11 44	s 6 40	.....	.....					
.....	.....	s 10 00	s 4 12	60	D	CD	15.37	Cando	39.41	W	s 11 30	s 6 15	.....	.....					
.....	.....	s 10 45 Mt 146	s 4 26	44	.....	.....	22.37	Considine	32.41	.....	s 10 45 Mt 147	s 5 15	.....	.....					
.....	.....	s 11 25	s 4 45 Mt 143	44	D	BS	28.10	Bisbee	26.68	.....	s 10 25	s 4 45 Mt 145	.....	.....					
.....	.....	s 12 01 PM	s 5 05	44	.....	.....	35.17	Perth	19.61	.....	s 10 15	s 3 45	.....	.....					
.....	.....	s 1 00	s 5 35	44	D	RO	47.44	Rolla	7.34	.....	s 9 45	s 3 00	.....	.....					
.....	.....	1 30 PM Ar	5 55 PM Ar	78	D	SJ	54.78	St. John	0.	CT	9 20 AM Do	2 15 PM Do	.....	.....					
										Daily Ex. Sunday		Daily Ex. Sunday							

Westbound trains are superior to eastbound trains of the same class.
 Trains will register at Church's Ferry and St. John.
 Eastbound trains will come to a full stop at stop board west of Church's Ferry, and see that the way is clear before coming out onto the main line.
 Nos. 147 and 148 will carry passengers when provided with permits. Should these trains run in sections, the last section only may carry passengers.
 All Branch Trains will only occupy main line after they have fully protected themselves.

BOTTINEAU BRANCH.

TRAINS GOING WEST.										TRAINS GOING EAST.										
Third Class				First Class				Car Capacity of Sidings.	Telegraph Offices	Telegraph Cuts	Distances from Rugby Junc't.	STATIONS.	Distances from Bottineau.	Coal, Water, etc.	First Class		Third Class			
No. 151				No. 149											No. 150		No. 152			
Local Freight				Passenger											Passenger		Local Freight			
Daily	Ex	Sunday		Daily	Ex	Sunday														
.....	1 15	PM Do	.....	2 10	PM Do	.....	.....	D N	RU	.....	.....	Rugby	51.14	WCY	1 15	PM Ar	.....	0 55	AM Ar	.....
s	2 00	MT 150	.....	s	2 40	.....	40	D	BN	12.89	.....	Barton	38.25	.....	s	12 50	MT 151	s	0 10	.....
.....	3 00	149 Pa	.....	s	3 00	Pa 151	40	D	OW	21.23	.....	Willow City	29.91	W	s	12 30	.....	s	9 15	.....
s	3 45	.....	.....	s	3 25	.....	27	D	OM	30.42	.....	Omamee	20.72	.....	s	12 05	PM	s	8 00	.....
..	4 45	.....	.....	s	3 45	.....	70	D	BO	33.24	.....	Bottineau	12.90	W	s	11 45	.....	s	7 15	.....
.....	5 30	PM Ar	.....	4 25	PM Ar	.....	103	D	SU	51.14	.....	Souris	0.	WCT	11 00	AM Do	.....	6 00	AM Do	.....
										Daily Ex. Sunday										

Westbound trains are superior to eastbound trains of the same class.
 Trains will register at Rugby and Souris.
 Eastbound trains will come to a full stop at stop board west of Rugby, and see that the way is clear before coming out onto main line.
 Nos. 151 and 152 will carry passengers when provided with permits. Should these trains run in sections the last section only may carry passengers.
 All Branch Trains will only occupy main line after they have fully protected themselves.

COMPANY SURGEONS.

Bemidji.....	Dr. C. Adamson.	Devils Lake.....	Dr. W. D. Jones.
Fosston.....	Dr. E. A. Umland.	Church's Ferry.....	Dr. A. H. Flathe.
Crookston.....	Dr. C. E. Dampier.	Leeds.....	Dr. J. F. Warren.
Grand Forks.....	Dr. H. M. Wheeler.	Rugby.....	Dr. I. McBride.
Larimore.....	Dr. R. D. Campbell.	Minot.....	Dr. E. A. Crokat.
Michigan.....	Dr. A. P. Rounsevell.	Park River.....	Dr. T. F. Waugh.
Lakota.....	Dr. W. H. Welch.	Cando.....	Dr. F. C. Harris.
	Dr. H. H. Healy.	Hannah.....	Dr. W. Y. Corry.
	Dr. R. H. Beek.		

Dr. J. W. Chamberlin, Oculist, Lowry Arcade, St. Paul, has charge of all cases of troubles affecting the eye and ear.
 Employes consulting the oculist should be provided with an order from the Superintendent.

TIME INSPECTORS.

Grand Forks.....	J. Gansel.	Minot.....	J. F. Cooper.
Crookston.....	T. Morris.		

J. W. McDONALD, Chief Train Dispatcher.