

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

MINOT DIVISION

TIME TABLE No. 7

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

CENTRAL TIME.

SUNDAY, OCTOBER 14, 1906.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

GEO. S. STEWART, Superintendent.

J. M. DAVIS, Asst. General Superintendent.

R. W. BRYAN, General Supt. Transportation.

GEORGE T. SLADE, General Superintendent.

F. E. WARD, General Manager.

THIRD CLASS							SECOND CLASS.			FIRST CLASS					Car Capacity of Side Tracks	Distance from Devil's Lake	TIME TABLE No. 7. IN EFFECT OCT. 14, 1906.	
							633	631	415	403	401	219	23	5	3	1		
							Local Freight	Local Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger		
							Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
								8.25Am	7.45Am	1.35Pm	3.25Am		3.35Pm	12.25Pm	5.10Am	10.48Pm	650	DN-R.....DEVILS LAKE.....KS.
																		1.9D. K. TOWER.....
							s 402 9.10		8.15	2.10	3.50		s 6 3.47	s 12.38	5.22	11.00	104	7.1 DN.....GRAND HARBOR.....GD
							s 2 9.23		402 8.45	2.35	4.10		s 632 4.00	s 12.49	5.32	11.10	107	13.1 DN.....PENN.....PN
							s 10.25		2 9.15	6-632 3.10	4.30		s 4.15	s 1.08	s 5.44	11.19	275	19.0 DN.....CHURCH'S FERRY.....FY
							s 11.00		9.38	3.37	4.55		f 4.26	f 1.23	5.55	11.29	103	26.1 DN.....NILES.....NI
							s 11.50		10.05	3.55	5.10		s 4.36	s 632 1.35	s 6.03	11.35	100	30.4 DN.....LEEDS.....DS
							s 632 12.45Pm		10.35	4.20	5.35		s 4.50	s 1.52	s 6.15	11.45	168	36.7 DN.....YORK.....XN
							s 5-6 2.03		632 11.00	4.45	402 5.55		s 5.10	s 631-6 2.03	402 6.27	11.54	108	42.7 DN.....KNOX.....OX
							s 2.35		11.30	5.10 23 5.36 24	6.13		s 403 5.20	s 2.16	6.37	4 12.03Am	100	48.2 DN.....PLEASANT LAKE.....A
							s 3.05		11.45	6.10	3 6.43		f 24 5.28	f 2.25	401 6.43	12.10	94	52.4 DN.....FERO.....FO
							2 8.12Am	s 3.30Pm	12.35Pm	7.00	7.10		s 5.40	s 2.45	s 6.53	s 12.20	485	57.2 DN-R.....RUGBY.....RU
							s 8.80		6 1.00	7.30	7.30		f 5.51	f 634 2.56	7.02	12.28	81	62.5 DN.....TUNBRIDGE.....UN
							s 9.10		634 1.45	8.00	2 7.50		s 6.00	s 3.10	7.12	12.38	101	68.7 DN.....BERWICK.....BK
							s 10.20		2.20	8.45	8.20		s 6.14	s 3.30	2 7.23	12.50	200	76.1 DN.....TOWNER.....OW
							s 634 11.30		3.15	9.20	9.00		s 6.29	s 3.46	7.40	1.05	85	84.8 DN.....DENBIGH.....GN
							s 6 11.58		24-5 3.57	9.45	9.27		f 6.39	f 24-415 3.57	7.48	1.14	90	90.4 DN.....RIGA.....GA
							s 1.00Pm		4.40	4 10.15	634 10.00	634 9.35Am	s 6.55	s 4.15	s 8.00	1.24	225	96.7 DN.....GRANVILLE.....J
							s 1.30		5.10	11.10	10.32	s 9.46	s 7.06	s 4.27	634 8.10	1.36	101	103.6 DN.....NORWICH.....CH
							s 2.15		5.45	11.50	10.55	s 9.58	s 7.16	s 4.39	8.20	402 1.49	109	110.4 DN.....SURREY.....SR
							2.45		6.10	12.10Am	6 11.10	10.07	s 7.23	4.47	8.28	1.58	150	114.9 DN.....C. K. TOWER.....CK
							220-24 3.00Pm		6.30Pm	12.30Am	11.25Am	10.15Am	7.30Pm	4.55Pm	8.35Am	2.05Am	704	117.7 DN-R.....MINOT.....AD
							Arrive Daily Ex. Sunday	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
							633	631	415	403	401	219	23	5	3	1		
							6.48 8.9	7.05 8.1	10.45 10.9	10.55 10.8	8.00 14.7	.40 31.7	3.55 30.1	4.30 29.9	3.25 34.0	3.17 35.8		Time Over District Average Speed per Hour

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

All trains will approach Church's Ferry, York, Rugby, Towner and Granville under control, expecting to find main line occupied by Branch trains.

Yard Limit Boards are placed each way from Devils Lake, Church's Ferry, York, Rugby, Towner, Granville and Minot.

Minot Yard extends from Yard Limit Board two thousand (2,000) feet east switch at Minot Stock Yards to the Yard Limit Board west of Minot.

No. 23 will take siding for No. 2 and No. 4 where they meet.

Trains Nos. 631, 632, 633 and 634 may carry passengers when provided with proper transportation and freight train permits.

All Trains will register at Devils Lake, Rugby, Minot and Williston.

Passenger trains will register at Minot Passenger Stations, Freight at Minot Yard Office. Church's Ferry, York, Towner and Granville are not registering stations for Main Line trains, except Nos. 219 and 220 will register at Granville.

Bulletin Boards are located at Devils Lake, Church's Ferry, York, Rugby, Towner, Granville, Minot Yard Office, and Minot Passenger Station.

SEE SPECIAL RULE No. 11.

TIME TABLE No. 7. IN EFFECT OCTOBER 14, 1906.		Distance from Minot.	Water, Coal, Ways, Turn Tables and Scales.	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.						
				2	4	6	24	220	402			632	634					
				Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight			Local Freight	Local Freight					
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
STATIONS.																		
DN-R.....DEVILS LAKE.....KS		117.7	WCT	9.45Am	1.20Am	4.00Pm	7.30Pm		9.30Am			5.25Pm						
..... ^{1.9} D. K. TOWER.....																		
DN..... ^{5.0} GRAND HARBOR.....GD		110.6		9.33	1.10	²³ 3.47	7.14		⁶³¹ 9.10			4.40						
DN..... ^{6.0} PENN.....PN		104.6	W	⁶³¹ 9.23	1.00	3.30	7.03		⁴¹⁵ 8.45			²³ 4.00						
DN..... ^{5.0} CHURCH'S FERRY.....FY		98.7	WCY	⁴¹⁵ 9.15	12.49	⁴⁰³⁻⁶³² 3.10	6.48		8.10			^{3.25} ⁶ ^{2.35} ⁴⁰³						
DN..... ^{7.1} NILES.....NI		91.6		9.02	12.37	2.49	6.27		7.30			2.00						
DN..... ^{4.3} LEEDS.....DS		87.3		8.56	12.31	2.39	6.17		7.10			⁵ 1.35						
DN..... ^{6.3} YORK.....XN		81.1	WY	8.46	12.22	2.20	6.05		6.45			⁶³¹ 12.45Pm						
DN..... ^{6.0} KNOX.....OX		75.0		8.37	12.12	⁶³¹⁻⁵ 2.03	5.49		^{6.27} ⁴⁰¹ ^{5.55} ³			⁴¹⁵ 11.00						
DN..... ^{5.5} PLEASANT LAKE.....A		69.5	W	8.28	¹ 12.03Am	1.44	⁴⁰³ 5.36		5.30			10.30						
DN..... ^{4.2} FERO.....FO		65.3		8.21	11.50	1.30	²³ 5.28		5.15			9.50						
DN-R..... ^{4.7} RUGBY.....RU		60.6	WCY	⁶³³ 8.12	11.30	1.20	5.17		5.00			9.30Am	3.30Pm					
DN..... ^{5.3} TUNBRIDGE.....UN		55.2		8.00	11.13	⁴¹⁵ 1.00	4.57		4.35			⁵ 2.56						
DN..... ^{6.2} BERWICK.....BK		49.0		⁴⁰¹ 7.50	11.02	12.48	4.46		4.15			⁴¹⁵ 1.45						
DN..... ^{7.4} TOWNER.....OW		41.6	WY	³ 7.27	10.50	⁶³⁴ 12.29	4.27		3.50			⁶ 12.29Pm						
DN..... ^{8.7} DENBIGH.....GN		32.9		7.18	10.35	12.09Pm	4.08		3.20			⁶³³ 11.30						
DN..... ^{5.6} RIGA.....GA		27.4		7.09	10.25	⁶³³ 11.58	⁵⁻⁴¹⁵ 3.57		3.00			11.00						
DN..... ^{6.3} GRANVILLE.....J		21.1	W-Y	6.59	⁴⁰³ 10.15	11.47	3.46	3.55Pm	2.40			^{10.20} ²¹⁹ ^{9.15} ⁴⁰¹						
DN..... ^{6.9} NORWICH.....CH		14.1		6.48	9.59	11.30	3.28	3.44	2.15			³ 8.10						
DN..... ^{6.8} SURREY.....SR		7.3		6.39	9.48	11.18	3.17	3.32	¹ 1.49			7.40						
DN..... ^{4.5} C. K. TOWER.....CK		2.8		6.31	9.40	⁴⁰¹ 11.10	3.09	3.22	1.15			7.15						
DN-R..... ^{2.8} MINOT.....AD			WCTO	6.25Am	9.35Pm	11.00Am	⁶³³ 3.00Pm	⁶³³ 3.15Pm	1.00Am			7.00Am						
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					
				2	4	6	24	220	402			632	634					
Time Over District				3.20	3.45	5.00	4.30	.40	8.30			7.55	8.30					
Average Speed per Hour				35.3	31.4	23.6	26.2	31.7	13.9			7.2	7.2					

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

SEE SPECIAL RULE No. 11.

						THIRD CLASS.		SECOND CLASS.			FIRST CLASS.			Car Capacity of Side Tracks.	Distance from Minot.	TIME TABLE No. 7. IN EFFECT OCTOBER 14, 1906.	
						635		403	401		23	3	1			STATIONS.	
						Local Freight.		Time Freight	Time Freight		Passenger	Passenger	Passenger				
						Leave Daily Except Sunday		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				
						7.00Am		2.30Am	12.10Pm		8.00Pm	8.50Am	403 2.20Am	704	.0	DN-R.....	MINOT.....AD
															.4	M. St. P. AND S. S. M. RY. CROSSING.....	
						s 7.40		3.00	12.40		f 8.18	9.02	2.34	68	5.5	GASSMAN.....	
						s 8.40		3.50	1.30		s 8.32	s 9.18	2.54	69	13.8	DN.....	DES LACS.....DE
						s 9.10		4.15	1.55		f 8.45	9.29	3.02	69	18.0	LONE TREE.....	
						s 9.42		4.35	2.22		s 8.56	s 9.42	3.10	90	22.6	DN.....	BERTHOLD.....BD
						s 11.00		5.21	2.55		s 9.15	s 10.05	3.26	75	32.4	DN.....	TAGUS.....Q
						s 11.30		6.12	3.20		f 9.26	10.19	3.37	75	39.1	BLAISDELL.....	
						s 12.05Pm		6.45	3.40		s 9.40	s 10.35	3.48	75	46.2	DN.....	PALERMO.....NS
						s 12.45		7.30	4.15		s 9.55	s 10.52	4.03	84	54.3	DN.....	STANLEY.....SY
						s 1.55		8.00	4.45		s 10.07	11.04	4.15	94	61.4	D.....	ROSS.....VR
						s 2.20		8.22	5.05		f 10.15	11.12	4.23	75	66.1	MANITOU.....	
						s 3.10		9.05	5.40		s 10.32	s 11.26	4.35	104	73.6	DN.....	WHITE EARTH.....WH
						s 3.55		9.40	6.10		s 10.47	s 11.45	4.51	75	81.7	DN.....	TIOGA.....G
						4.20		10.05	6.30		10.58	11.57	5.00	75	87.5	TEMPLE.....	
						s 4.40		10.30	6.55		s 11.10	s 12.10Pm	5.09	80	93.6	DN.....	RAY.....RA
						s 5.07		10.55	7.30		s 11.20	12.20	5.20	75	99.2	DN.....	WHEELOCK.....W
						s 5.54		11.20	7.55		f 11.29	12.30	5.28	49	104.3	EPPING.....	
						s 6.25		11.45	8.15		s 11.39	f 12.40	5.37	72	109.9	D-N.....	SPRING BROOK.....SE
						s 6.40		12.10Pm	8.40		f 11.49	12.50	5.46	156	115.5	AVOCA.....	
						7.10Pm		12.30Pm	9.25Pm		11.59Pm	1.00Pm	5.55Am	421	121.1	DN-R.....	WILLISTON.....WN
						Arrive Daily Except Sunday		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily				
						635		403	401		23	3	1				
						12.00 10.1		10.00 12.1	9.15 13.0		3.50 30.3	4.10 20.0	3.35 33.7			Time Over District Average Speed Per Hour	

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

At Minot passenger trains will register at passenger station and freight trains at yard office.
All trains will come to a full stop at stop boards at M. St. P. & S. S. M. Ry. crossing west of Minot and not proceed until way is known to be clear.

No. 23 will take siding for Nos. 3 and 4 where they meet.
Speed of trains over Gassman Coulee bridge No. 11 must not exceed thirty-five (35) miles per hour.
Bulletin boards are located at Minot yard office, Minot passenger station and Williston.

TIME TABLE No. 7 IN EFFECT OCT. 14, 1906.		Distance from Williston.	Water, Coal, Wyes Turntables and Scales.	FIRST CLASS.				SECOND CLASS.		THIRD CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

THIRD CLASS.					FIRST CLASS.		Car Capacity of Side Tracks.	Distance from Church's Ferry.	TIME TABLE No. 7.		Distance from St. John.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.		THIRD CLASS.					
				647		209				IN EFFECT OCT. 14, 1906.				210		648				
				Local Freight		Passenger								Passenger		Local Freight				
				Leave Daily Ex. Sunday		Leave Daily Ex. Sunday				STATIONS.				Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday				
				9.40Am		3.15Pm		.0	DN-R.....CHURCH'S FERRY.....FY	54.8	CWY		12.30Pm		5.00Pm					
				s 10.20		s 3.34	24	7.4	D.....7.4 MAZA.....Z	47.4			s 12.07Pm		s 4.30					
				s 210 11.47		s 648 3.55	150	15.4	D.....8.0 CANDO.....CN	39.4	W		s 647 11.47		s 209 3.55					
				s 12.10Pm		s 4.11	32	21.7	D.....6.3 CONSIDINE.....	33.1			s 11.25		s 2.00					
				s 12.45		s 4.20	9	25.5	D.....3.8 JARVIS.....	29.3			f 11.17		s 1.25					
								27.8	D.....2.3 SOO LINE CROSSING.....	27.0										
				s 648 1.05		s 4.29	95	28.1	D.....0.3 BISBEE.....BS	26.7			s 11.07		s 647 1.05					
				s 1.30		f 4.35	9	30.8	D.....2.7 BEMENT.....	24.0			f 11.02		s 12.01Pm					
				s 2.15		s 4.47	44	35.2	D.....4.4 PERTH.....RH	19.6			s 10.53		s 11.30					
				s 2.45		f 5.05	9	41.1	D.....5.9 GRONNA.....	13.7	W		f 10.40		s 10.55					
									D.....1.4 WATER TANK.....											
				s 3.45		s 5.22	44	47.4	D.....4.9 ROLLA.....RO	7.4			s 648 10.30		s 210 10.30					
				4.45Pm		5.45Pm	78	54.8	D.....7.4 ST. JOHN.....SJ	0.	CY		10.10Am		9.30Am					
				Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday		Leave Daily Ex. Sunday					
				647		209							210		648					
				7.05		2.30							2.15		7.30					
				7.7		21.0							24.4		7.3					
Time Over District. Average Speed Per Hour.																				

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

East bound trains will come to a full stop at stop board west of Church's Ferry, and will occupy the Main Line after fully protecting themselves.

Trains Nos. 647 and 648 may carry passengers when provided with proper transportation and freight train permits.

Church's Ferry and St. John are terminals for 209, 210, 647 and 648.

All Trains will come to a full stop at stop boards at Soo Line Crossing between Jarvis and Bisbee and not proceed until the way is known to be clear.

THORNE LINE.

THIRD CLASS					FIRST CLASS.		Car Capacity of Side Tracks.	Distance From York.	TIME TABLE No. 7.		Distance From Thorne.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.		THIRD CLASS							
649					211				IN EFFECT OCT. 14, 1906.					212		650						
Local Freight					Passenger				STATIONS.					Passenger		Local Freight						
Leave Daily Ex. Sunday					Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday						
				212 1.30Pm		2.35Pm		0.0	D.....YORK.....XN	34.2	CWY		649 1.30Pm		11.45Am							
				s 2.30		s 3.05	50	14.3	D.....14.3 WOLFORD.....WF	19.9			s 12.50		s 10.45							
				s 3.25		s 3.25	50	20.9	D.....6.6 NANSSEN.....SN	13.3			s 12.30		s 9.55							
				3.50		3.36	18	31.7	D.....3.8 BARBY.....	9.5			12.18		9.30							
								27.3	D.....2.6 SOO LINE CROSSING.....	6.9												
				s 4.20		s 3.45	61	28.2	D.....0.9 McCUMBER.....MC	6.0	W		s 12.10Pm		s 9.10							
				5.15Pm		4.10Pm	110	34.2	D.....6.0 THORNE.....AN	0.0	CY		11.45Am		8.30Am							
				Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday		Leave Daily Ex. Sunday							
				649		211							212		650							
				3.45 9.1		1.35 21.6			Time Over District. Average Speed Per Hour.				1.45 19.5		3.15 10.5							

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

East bound trains will come to a full stop at stop board west of York, and will occupy the Main Line after fully protecting themselves.

Trains Nos. 649 and 650 may carry passengers when provided with proper transportation and freight train permits.

York and Thorne are terminals for Nos. 211, 212, 649 and 650.

All Trains will come to a full stop at stop boards at Soo Line Crossing between Seldon and McCumber and not proceed until the way is known to be clear.

WEST BOUND.

ANTLER LINE.

EAST BOUND. 7

THIRD CLASS.					FIRST CLASS.		Car Capacity of Side Tracks.	Distance from Rugby	TIME TABLE No. 7. IN EFFECT OCT. 14, 1906.		Distance from Westhope.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.		THIRD CLASS.								
					651	213								214		652							
					Local Freight	Passenger								Passenger		Local Freight							
					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS.					Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday							
					7.00Am	3.10Pm		0.0	DN-R.....RUGBY.....RU	80.3	CYW		12.35Pm		5.30Pm								
					s 8.00	s 3.34	40	12.8	D..... ^{12.8} BARTON.....BN	67.5			s 11.48		s 4.30								
					s 9.00	s ⁶⁵² 3.43	85	21.2	D..... ^{8.4} WILLOW CITY.....WC	59.1	W		s 11.30		s ²¹³ 3.43								
					s 9.40	f 4.00	17	25.4	D..... ^{4.2} BELMAR.....	54.9			f 11.20		s 3.00								
								28.6	D..... ^{3.2} SOO LINE CROSSING.....	51.7													
					s ²¹⁴ 11.10	s 4.08	27	29.0	D..... ^{0.4} OMEMEE.....OM	51.3			s ⁶⁵¹ 11.10		s 2.45								
					s 11.30	f 4.14	6	31.9	D..... ^{2.9} HALLS SIDING.....	48.4			f 11.00		s 2.05								
					s ⁶⁵² 12.30Pm	s 4.32	70	38.1	D..... ^{6.2} BOTTINEAU.....BO	42.2	W		s 10.46		s ⁶⁵¹ 12.30Pm								
					s 1.00	s 4.47	8	44.8	D..... ^{6.7} CARBURY.....	35.5			s 10.35		s 11.50								
					s 1.45	s 5.05	103	51.1	D..... ^{6.3} SOURIS.....SU	29.2	W		s 10.16		s 11.30								
					s 2.15	f 5.17	8	56.5	D..... ^{5.4} ROTH.....	23.8			f 10.00		s 10.50								
					s 2.40	s 5.30	24	61.7	D..... ^{5.2} LANDA.....Q	18.6			f 9.45		s 10.30								
								62.9	D..... ^{1.2} WATER TANK.....	17.4	W												
					s 3.35	s 5.50	135	67.5	D..... ^{4.6} WESTHOPE.....WS	12.8			s ⁶⁵² 9.25		s ²¹⁴ 9.25								
					4.35Pm	6.30Pm	125	80.3	DR..... ^{12.8} ANTLER.....AR	0.0	CY		8.55Am		8.20Am								
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday		Leave Daily Ex. Sunday								
					651	213							214		652								
					9.35 8.5	3.20 24.3							3.40 21.9		9.00 8.92								
Time Over District. Average Speed per Hour.																							

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

East bound trains will come to a full stop at stop board west of Rugby, and will occupy Main Line after fully protecting themselves. Trains Nos. 651 and 652 may carry passengers when provided with proper transportation and freight train permits.

Rugby and Antler are terminals for 213, 214, 651 and 652.

All trains will come to full stop at stop boards at Soo Line Crossing between Belmar and Omemece and not proceed until way is known to be clear.

MAXBASS LINE.

THIRD CLASS.					FIRST CLASS.		Car Capacity of Side Tracks.	Distance From Towner.	TIME TABLE No. 7. IN EFFECT OCT. 14, 1906.			Distance From Maxbass.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.		THIRD CLASS.							
					653	215								216		654							
					Local Freight	Passenger								Passenger		Local Freight							
					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			STATIONS.					Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday							
					1.00Pm	3.35Pm		0.0	D.....TOWNER.....OW	45.5	Y-W			s 12.15Pm		11.30Am							
					s 2.00	s 4.15	50	14.2	D.....14.2 BANTRY.....BA	31.3				s 11.40		s 10.30							
					s 2.55	s 4.35	50	22.1	D.....7.9 UPHAM.....Q	23.4				s 11.17		s 9.45							
									D.....4.4 WATER TANK.....														
					s 3.35	s 4.57	62	29.5	D.....2.9 DEEP.....DE	16.0	W			s 10.55		s 9.00							
								30.9	D.....1.4 SOO LINE CROSSING.....	14.6													
					s 4.20	s 5.10	62	34.8	D.....3.9 NEWBURG.....BR	10.7				s 10.42		s 8.20							
					5.15Pm	5.40Pm	75	45.5	D.....10.7 MAXBASS.....MX	0.0	CY			10.15Am		7.30Am							
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday		Leave Daily Ex. Sunday							
					653	215								216		654							
					4.15 10.7	2.05 21.9								2.00 22.7		4.00 11.4							
Time Over District. Average Speed per Hour.																							

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

East bound trains will come to a full stop at stop board west of Towner and will occupy the main line after fully protecting themselves. Trains Nos. 653 and 654 may carry passengers when provided with proper transportation and freight train permits.

Towner and Maxbass are Terminals for Nos. 215, 216, 653 and 654.

All trains will come to full stop at stop boards at Soo Line Crossing between Deep and Newburg and not proceed until way is known to be clear.

8 WEST BOUND.					SHERWOOD LINE.										EAST BOUND.					
THIRD CLASS.					FIRST CLASS.		Car Capacity of Sidings.	Distance from Granville.	TIME TABLE No. 7. IN EFFECT OCT. 14, 1906.			Distance from Sherwood.	Water, Coal, Wyes, Turn Tables and Scales.	FIRST CLASS.		THIRD CLASS.				
655					217				STATIONS.					218		656				
Local Freight					Passenger									Passenger		Local Freight				
Leave Daily Ex. Sunday					Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday				
					218 9.30Am	4.30Pm	118		DN-R.....GRANVILLE.....	61.3	WY	655 9.30Am		2.00Pm						
					s 10.35	s 5.00	42	13.0	D.....13.0 DEERING.....DR	48.3		s 9.00		s 1.00Pm						
					656 11.45	s 5.30	42	24.5	D.....11.5 GLENBURN.....GX	36.8	W	s 8.35		s 11.45						
					s 12.10Pm	f 5.43	30	29.8	5.3 FORFAR.....	31.5		f 8.22		s 11.10						
					s 1.25	s 5.55	55	35.1	D.....5.3 LANSFORD.....FD	26.2		s 8.10		s 10.45						
								35.3	0.2 SOO LINE CROSSING.....	26.0										
					s 1.55	f 6.10	30	40.7	5.4 TRURO.....	20.6		f 7.57		s 9.50						
					s 2.55	s 6.25	76	46.4	D.....5.7 MOHALL.....MO	14.9		s 7.45		s 9.30						
								51.2	4.8 WATER TANK.....	10.1	W									
					4.15Pm	7.00Pm	158	61.3	DR.....10.1 SHERWOOD.....WD		CY	7.15Am		8.30Am						
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday		Leave Daily Ex. Sunday						
					655	217						218		656						
					6.45 9.1	2.30 2.6			Time Over District. Average Speed Per Hour.			2.15 27.3		5.30 11.1						

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

Trains Nos. 655 and 656 may carry passengers when provided with proper transportation and freight train permits.

All trains will come to full stop at stop boards at Soo Line Crossing between Lansford and Truro and not proceed until way is known to be clear.

Eastbound trains will come to a full stop at stop board west of Granville, and will occupy main line after fully protecting themselves.

Granville and Sherwood are terminals for Nos. 217, 218 655 and 656.

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

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

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

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

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

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

SPECIAL RULES.

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

1. Light engines or engines with caboose only will take siding at all meeting points except when running as sections of a passenger train.

2. All Safety Switches must be set for derail when not in use.

3. Car capacity of sidings includes passing, house and industry tracks, and is based on forty (40) feet per car.

4. All trains carrying signals for following sections will stop at ALL registering stations and the conductors will register in person.

5. All train and engine men will provide themselves with a book of the Company's rules for the operation and maintenance of inter-locking plants and rules governing the use of the Telegraph Block Signal system.

6. When there are two or more sections of a freight train authorized to carry passengers, the last section only will carry passengers.
7. Empty flat and wooden coal cars must be hauled behind all loaded cars and empty box, stock and refrigerator cars.

8. All freight trains with more than thirty cars will stop two hundred feet from water tanks and cut engine off to take water, instead of spotting engine at tank coupled to train.

9. Clocks regulated to Standard Time are located at Devils Lake, Rugby, Minot and Williston.

10. Reference Marks: S—regular stop; F—stop on signal; D—day telegraph office; N—night telegraph office; W—water; C—coal; O—scales: T—turntable; Y—wye; R—registering station.

11. At the following named stations engines, freight trains and work trains may occupy main track, and Block signals will be operated as per Block Signal, Rule 16: Church's Ferry, York, Rugby, Towner, Granville.

TIME INSPECTORS.

Devils Lake F. Lueck Minot W. H. Reighart
Williston F. H. Smith

COMPANY SURGEONS.

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

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

SPUR TRACKS BETWEEN STATIONS.

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

G. R. Miller, Assistant Chief Dispatcher.
F. E. Gerrish, Chief Dispatcher.
George Else, Train Master.
F. W. Allen, Assistant Superintendent.

