

GREAT NORTHERN RAILWAY

MINOT DIVISION.

TIME TABLE No. 22.

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

SUNDAY, JUNE 12, 1910.

Superseding Time Table No. 21 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

C. E. LEVERICH, Superintendent.

J. H. TAYLOR, General Superintendent.

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

GEO. H. EMERSON, Asst. General Manager.

J. M. GRUBER, General Manager.

THIRD CLASS				SECOND CLASS				FIRST CLASS						Capacity of Side Tracks		Distance from Devil's Lake.	Time Table No. 22. In Effect June 12, 1910.		Telegraph Calls									
631		633		429		427		411		401		1		27			195			5		219		3		Passing Tracks	Other Tracks	STATIONS.
Local Freight	Local Freight	Local Freight	Local Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday						
				9.30Am		9.00Pm	8.00Pm	9.00Am	4.00Am	11.10Pm	5.20Pm	2.25Pm	1.25Pm		10.35Am											DEVILS LAKE.....	KS	
																										2.1 R. D. TOWER.....		
				s 10.00		9.25	8.20	9.20	4.25	11.21	5.29	s 2.40	s 1.40		10.45	90	38	7.1								5.0 GRAND HARBOR.....	GD	
				s 10.30		9.40	8.35	9.35	4.40	11.30	5.36	s 2.52	s 1.54		10.58	90	38	13.1								6.0 PENN.....	PN	
				s 11.02		10.00	4.00	9.50	4.55	11.40	5.48	s 3.05Pm	s 2.13		631 11.02	96	220	19.0								5.9 CHURCHS FERRY.....	FY	
				s 12.01Pm		10.20	4.25	10.10	5.15	11.50	5.52		s 2.28		11.12	90	35	26.1								7.1 NILES.....		
				s 1.00		10.85	4.40	10.25	5.25	11.57	5.57		s 2.40		11.19	90	42	30.4								4.3 LEEDS.....	DS	
				s 2.02		10.55	5.00	10.45	5.40	12.07Am	6.04		s 2.55		11.29	84	140	36.7								6.3 YORK.....	XN	
				s 2.45 4-5 3.05		11.10	5.20	11.00	402 5.55	12.17	6.11		s 3.05		11.38	72	36	42.7								6.0 KNOX.....	OX	
				s 3.55		11.30	5.40	11.15	6.10	12.26	6.17		s 3.20		11.47	90	45	48.2								5.5 PLEASANT LAKE.....	A	
				s 4.15		11.40	6.00 27-2 6.37	11.30	6.25	12.31	6.22		s 3.28		11.53	70	24	52.4								4.2 FERO.....		
				s 4.30Pm	8.15Am	12.10Am	7.10	12.05Pm	6.45	12.43	6.30		s 3.45		12.05Pm	100	385	57.2								4.8 RUGBY.....	RU	
				s 8.45		12.25	7.25	12.25	7.05	12.51	6.36		s 3.57		12.12	90	20	62.5								5.3 TUNBRIDGE.....		
				s 9.30		1.00	7.45	12.50	7.25	1.00	6.43		s 4.12		12.20	90	33	68.7								6.2 BERWICK.....	BK	
				s 10.30		1.36	8.20	1.05	7.45	1.11	6.52		s 4.32		12.33	90	160	76.1								7.4 TOWNER.....	OW	
				s 11.15		2.10	8.50	1.26	8.10	1.22	7.02		s 4.47		12.44	90	100	84.8								7.7 DENBIGH.....	GN	
				s 11.50		2.30	9.10	1.45	8.25	1.30	7.09		s 4.59		12.53	90	17	90.4								5.6 RIGA.....		
				s 1.03Pm		3.00	9.35	2.00	8.45	1.39	7.16		s 5.20	10.35Am	633-4 1.03	90	168	96.7								6.3 GRANVILLE.....	J	
				s 1.45		3.30	9.55	2.20	9.10	1.49	7.25		s 5.40	s 10.47	1.13	90	35	103.6								6.9 NORWICH.....	CH	
				s 2.35		3.55	10.20	2.35	9.35	1.59	7.34		s 5.55	s 11.00	1.23	90	40	110.4								6.8 SURREY.....	SR	
				s 3.10		4.05	10.35	2.45	9.50	2.05	7.39		s 6.05	11.15	1.31	68	235	114.9								4.5 C. K. TOWER.....		
				s 3.30Pm		4.30Am	11.00Pm	3.00Pm	6 10.15Am	2.15Am	7.45Pm		s 6.20Pm	s 11.30Am	s 1.45Pm	1300	117.7									2.8 MINOT.....	AD	
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				
				631	633	429	427	411	401	1	27	195	5	219	3													
				7.00 8.2	7.15 8.4	7.30 15.7	8.00 14.7	6.00 19.6	6.15 18.9	8.05 33.2	2.25 48.6	4.00 28.5	4.55 24.0	.55 22.9	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, Churchs Ferry, Rugby, Minot and Williston, except Nos. 1 and 3 will register by card at Churchs Ferry, and No. 27 will register by card at Churchs Ferry and Rugby. Passenger trains will register at Minot Passenger Station, Freights at Minot Yard Office. 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, Churchs Ferry, York, Rugby, Towner, Granville, Minot Yard Office and Minot Passenger Station. All trains will approach Churchs Ferry, York, Rugby, Towner and Granville under control, expecting to find main line occupied by Branch trains.

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. No. 4 will stop at any station east of Minot to let off passengers from west of Williston. Switch at east end of crossover just west of depot at Churchs Ferry will be kept set for passing track. All east bound trains will enter double track at crossover just east of water tank at Churchs Ferry. All west bound trains should approach crossover just east of water tank at Churchs Ferry under control, expecting to find it in use. No. 5 will take siding for Nos. 2 and 4 where they meet. No. 219 will take siding for No. 6 where they meet. Yard Limit Boards are placed each way from Devils Lake, Churchs Ferry, York, Rugby, Towner, Granville 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.

EAST BOUND. 3

Time Table No. 22. In Effect June 12, 1910.	Distance from Minot	SIGNS. See Special Rule 7, page 11.	FIRST CLASS						SECOND CLASS														
			28	6	4	196	220	2	402														
			Express Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Time Freight Arrive Daily														
STATIONS																							
DEVILS LAKE	117.7	R@DN WCT Y	s 4.00Am	s 3.35Pm	s 4.15Pm	s 1.20Pm		s 8.05Pm	9.30Am														
2.1 R. D. TOWER																							
5.0 GRAND HARBOR	110.6	D	3.45	s 3.20	4.00	s 1.05		7.51	8.50														
6.0 PENN	104.6	D W	3.35	s 3.05	3.47	s 12.53		7.40	8.10														
5.9 CHURCHS FERRY	98.7	R DNPWC Y	3.24	s 2.50	s 3.35	12.40Pm		7.30	7.40														
7.1 NILES	91.6	P	3.10	f 2.28	3.19			7.17	7.10														
4.3 LEEDS	87.3	DNPW	3.02	s 2.15	s 3.10			7.11	6.50														
6.3 YORK	81.1	DNPWC Y	2.50	s 2.02	s 2.55			7.01	6.20														
6.0 KNOX	75.0	D P	2.40	s 1.47	631 2.45			6.52	401 5.55														
5.5 PLEASANT LAKE	69.5	D PW	2.30	s 1.35	2.36			6.43	5.20														
4.2 FERO	65.3	P	2.24	f 1.25	2.29			427 6.37	5.10														
4.7 RUGBY	60.6	R DNPWC Y	2.15	s 1.15	s 2.20			27 6.30	4.50														
5.3 TUNBRIDGE	55.2	P	2.04	f 1.02	2.06			6.11	4.25														
6.2 BERWICK	49.0	D P	1.51	s 411 12.50	1.57			6.02	4.05														
7.4 TOWNER	41.6	DNPWC Y	429 1.36	s 3 12.33	s 1.43			5.51	3.30														
7.7 DENBIGH	32.9	D P	1 1.22	s 411 12.05Pm	1.26			5.38	2.55														
5.6 RIGA	27.4	P	1.05	s 633 11.50	1.15			5.29	429 2.30														
6.3 GRANVILLE	21.1	DNPWC Y	12.54	s 3-633 11.35	s 2-5 5.00Pm			5-220 5.20	2.10														
6.9 NORWICH	14.1	D P	12.48	s 11.15	12.46			s 4.41	5.10	1 1.49													
6.8 SURREY	7.3	D P	12.34	s 219 11.00	12.35			s 4.30	5.00	1.00													
4.5 C. K. TOWER	2.8	P Y	12.25	10.50	12.26			4.20	4.51	12.40													
2.8 MINOT		R@DNPWCT O	402 12.20Am	401 10.45Am	12.20Pm			4.15Pm	4.45Pm	28 12.20Am													
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily													
			28	6	4	196	220	2	402														
Time Over District			3.40	4.50	3.55	.40	.45	3.20	9.10														
Average Speed per Hour			32.2	24.4	30.0	28.5	28.1	35.3	12.8														

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, 195, 401, 411, 427, 429 and 631.
 Churchs Ferry " " 196.
 Rugby " " 633.
 Granville " " 219.
 Minot " " 2, 4, 6, 28, 220 and 402

TERMINAL STATIONS.

Devils Lake for trains 2, 4, 6, 28, 196 and 402.
 Churchs Ferry " " 195.
 Rugby " " 631.
 Granville " " 220.
 Minot " " 1, 3, 5, 27, 219, 401, 411, 427, 429 and 633.

						THIRD CLASS.		SECOND CLASS.				FIRST CLASS.					Capacity of Side Tracks		Time Table No. 22.		Telegraph Cells.	
						637	635	411	401	429	427	27	5	221	3	1	Passing Tracks.	Other Tracks.	Distance from Minot.	In Effect June 12, 1910.		
						Local Freight.	Local Freight.	Time Freight	Time Freight	Time Freight	Time Freight	Fast Mail	Passenger	Passenger	Passenger	Passenger				STATIONS.		
						Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
							7.00Am	3.30PM	10.45AM	6.30AM	12.30AM ²⁸	7.50PM	6.40Pm	3.16Pm	2.00Pm	2.25Am	1300	0.0	.....MINOT.....	AD	
																	0.4	M. St. P. & S. S. M. RY. CROSSING				
							s 7.40	4.21	222 11.34 4 11.52	7.05	1.15	7.58	f 6.51	f 3.26	2.11	2.36	67	5.5	.....GASSMAN.....		
							8.00	4.45	12.25PM	7.30	1.40	8.03	6.58	f 3.35	2.18	2.43	66	3	9.47	.....RALSTON.....	
							s 8.30	5.05	12.50	7.50	2.05	8.09	s 7.07	s 3.46	2.26	2.51	66	23	13.8	.....DES LACS.....	
							s 9.05	5.30	1.10	8.10	2.25	8.14	s 7.15	s 4.01	2.34	2.58	66	18	18.0	.....LONE TREE.....	
							s 9.35 ⁶	5.50	1.30	8.30	3.07 ¹	8.19	s 7.28	s 4.10Pm	2.43	3.07 ⁴²⁷	66	75	22.6	.....BERTHOLD.....	
							s 10.10	6.05	1.45	8.45	3.30	8.24	7.36		2.50	3.14	65	7	27.1	.....ROACH.....	
							s 10.59 ⁴	6.30	2.05	9.15 ⁶	3.50	8.31	s 7.48		3.00	3.24	65	18	32.4	.....TAGUS.....	
							s 12.01Pm	6.55	2.25	9.45	4.10	8.39	s 8.04		3.11	3.35	66	12	39.1	.....BLAISDELL.....	
							s 12.50	7.30	2.45	10.33 ⁴	4.35	402 8.48	s 8.19 ⁴⁰²		3.22 ²	3.47	65	12	46.2	.....PALERMO.....	
																	47.	0.8	.....WATER TANK.....		
							s 1.20	402 7.50	2-3 3.13 3.30	11.05	4.50	8.53	8.25		3.30 ⁴⁰¹	3.52	63		49.9	.....WINANS.....	
						7.30Am	s 2.00Pm	5-27 8.20 9.10	4.10	11.30	5.15	411 9.00	s 8.40 ⁴¹¹		3.40	4.01	63	40	54.3	.....STANLEY.....	
							s 8.15 ⁶	9.40	4.50	12.10Pm	5.40	9.10	s 8.55		3.51	4.11	78	31	61.4	.....ROSS.....	
							s 8.45	10.11 ²⁸	5.10	12.30	6.05	9.16 ⁵	s 9.16 ²⁷		3.59	4.18	65	12	66.1	.....MANITOU.....	
							s 9.36 ⁴	10.40	5.45	1.10	6.45	9.27	s 9.42		4.14	4.29	66	32	73.6	.....WHITE EARTH.....	
							s 10.10	10.55	402 6.05	1.30	7.00	9.32	9.49 ²⁸		4.20	4.35	65	7	77.2	.....PURDON.....	
							s 11.00	11.20	6.25	2.19 ²	7.34 ⁶	9.38 ²⁸	s 10.00		4.28	4.43	67	23	81.7	.....TIOGA.....	
							s 11.30	11.50	6.50	2.50	7.55	9.44	s 10.10		4.36	4.52	65	6	87.5	.....TEMPLE.....	
							s 12.25Pm	12.20AM	7.20	3.20	8.10	9.51	s 10.22		4.45	5.03	60	20	93.6	.....RAY.....	
							s 1.00	12.50	7.50	4.00	8.43 ⁴	9.58	s 10.32		402 4.53	5.13	65	17	99.2	.....WHEELOCK.....	
							s 1.41 ²	1.10	8.10	402 4.25	9.30	10.05	s 10.44		5.08	5.23	65	6	104.3	.....EPPING.....	
							s 2.15	1.30	8.54 ²⁸	4.50	10.00	10.13	s 10.57		5.19	5.34	70	15	109.	.....SPRING BROOK.....	
							s 2.45	1.50	9.25	5.05	10.30	10.22	s 11.10		5.30	5.45	67	81	115.5	.....AVOCA.....	
							s 3.10Pm ⁴⁰²	2.20AM	10.05Pm	5.30PM	11.10AM	s 10.32PM	s 11.30Pm		s 5.42Pm	s 5.55Am ⁶	843	121.1	.....WILLISTON.....		
						Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily						
						637	635	411	401	429	427	27	5	221	3	1						
						7.40 8.9	7.00 7.8	10.50 11.1	11.20 10.7	11.00 11.0	10.40 11.3	2.42 44.9	4.50 25.1	.55 24.6	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.
 Berthold and Stanley are not registering stations for Main Line Trains, except Nos. 221 and 222 will register at Berthold, and Nos. 635 and 637 will register at Stanley.
 Bulletin Boards are located at Minot Yard Office, Minot Passenger Station Berthold and Williston.
 All trains will approach Berthold under control, expecting to find main line occupied by Branch trains.
 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.
 Nos. 3 and 221 will take siding for No. 2 where they meet.
 No. 4 will stop at any station east of Williston to let off passengers from West of Williston.

SECOND DISTRICT—WILLISTON TO MINOT.

EAST BOUND.

Time Table No. 22. In Effect June 12, 1910.	Distance from Williston.	SIGNS. See Special Rule 7, page 11.	FIRST CLASS					SECOND CLASS											
			6	4	222	2	28	402											
			Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Express Arrive Daily	Time Freight Arrive Daily											
MINOT	121.1	R@DNPWCT O	10.25Am	12.05pm	11.45Am	4.35pm	12.10Am	11.25pm											
0.4 M.S.P. & S.S.M.R.Y. CROSSING	120.7	IK																	
5.1 GASSMAN	115.6	P	f 10.12	401 11.52	f 11.34	411 4.21	11.59	11.00											
3.97 RALSTON	111.63	P	10.04	11.48	f 11.26	4.14	11.52	10.45											
4.33 DES LACS	107.3	D PW	s 9.55	11.35	s 11.18	4.08	11.44	10.35											
4.2 LONE TREE	103.1	P	f 9.45	11.26	s 11.09	221 4.01	11.37	10.20											
4.6 BERTHOLD	98.5	R DNP C Y	s 9.35	635 11.17	11 00Am	3.54	11.30	10.05											
4.5 ROACH	94.0		9.24	11.07		3.47	11.21	9.50											
5.3 TAGUS	88.7	D PW	s 9.15	429 10.59		3.40	11.13	9.35											
6.7 BLAISDELL	82.0	P	f 9.01	10.46		3.31	11.00	9.15											
7.1 PALERMO	74.9	D PW	s 8.47	429 10.33		3	10.47	5-27 8.48 8.14											
0.8 WATER TANK	74.1	W																	
2.9 WINANS	71.2	P	8.38	10.24		401 3.13	10.40	411 7.50											
4.4 STANLEY	66.8	R DNPWC Y	s 8.29	10.16		3.06	10.30	7.30											
7.1 ROSS	59.7	D PW	s 8.15	10.01		2.55	10.19	7.05											
4.7 MANITOU	55.0	P	f 8.06	9.52		2.47	10.11	6.50											
7.5 WHITE EARTH	47.5	DNPW	s 7.51	637 9.36		2.32	9.57	6.20											
8.0 PURDON	43.9		7.42	9.27		2.26	9.49	401 6.05											
4.5 TIOGA	39.4	D P	s 7.34	427 9.19		2.19	9.38	5.50											
5.8 TEMPLE	33.6	P	f 7.21	9.07		2.10	9.26	5.35											
6.1 RAY	27.5	DNPW	s 7.09	8.55		2.00	9.18	5.20											
5.6 WHEELLOCK	21.9	D P	s 6.54	427 8.43		1.51	9.11	3 4.58											
5.1 EPPING	17.8	P	s 6.43	8.32		637 1.41	9.08	429 4.25											
5.6 SPRING BROOK	11.2	NPW	s 6.32	8.22		1.31	8.54	401 4.00											
5.6 AVOCA	5.6	P	f 6.21	8.11		1.21	8.45	3.35											
5.6 WILLISTON	0.0	R@DNPWC TY	1 6.10Am	8.00Am		1 10pm	8.35pm	637 3.10pm											
			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily											
			6	4	222	2	28	402											
Time Over District Average Speed per Hour			4.15 28.5	4.05 29.7	.45 30.1	3.25 35.5	3.35 33.8	8.15 14.7											

Special Rules.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

INITIAL STATIONS.

Minot for trains 1, 3, 5, 27, 221, 401, 411, 427, 429 and 635.
 Berthold " " 222.
 Stanley " " 637.
 Williston " " 2, 4, 6, 28 and 402

TERMINAL STATIONS.

Minot for trains 2, 4, 6, 28, 222, and 402
 Berthold " " 221.
 Stanley " " 635.
 Williston " " 1, 3, 5, 27, 401, 411, 427, 429 and 637.

NAME	LOCATION.	OPENS.	LENGTH.	Car CAPACITY
Standard Coal Mine Spur	Two and five-tenths miles east of Williston	West	1693 ft.	39

6 WEST BOUND.

THIRD DISTRICT—BETWEEN CHURCH'S FERRY AND ST. JOHN.

EAST BOUND.

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks		Distance from Church's Ferry.	STATIONS.	Telegraph Calls.	Distance from St. John.	SIGNS. See Special Rule 7, page 11.	FIRST CLASS		THIRD CLASS		
647	195	196	648	Passing Tracks.	Other Tracks.						196	648	Passenger	Local Freight	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Local Freight	Passenger	Passenger	Local Freight												
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday												
8.30Am	648 3.15Pm			96	220	0.0	CHURCH'S FERRY	FY	54.8	R DN WC Y	s 12.35Pm		s 195 3.10Pm		
s 9.10	s 3.34				30	7.4	7.4 MAZA		47.4	D	s 12.15Pm		s 2.40		
s 10.40	s 3.55			65	82	15.4	8.0 CANDO	CN	39.4	D W	s 11.55		s 2.00		
s 11.36	s 4.11				42	21.7	6.3 CONSIDINE		33.1		s 11.36		s 1.05		
s 11.50	f 4.20				8	25.5	3.8 JARVIS		29.3		f 11.27		s 12.45		
						27.8	2.3 M. St. P. & S. S. M. RY. CROSSING		27.0						
s 12.30Pm	s 4.29				42	28.1	0.8 BISBEE	BS	26.7	D	s 11.17		s 647 12.30Pm		
s 12.50	f 4.35				7	30.8	2.7 BEMENT		24.0		f 11.12		s 11.32		
s 1.20	s 4.47				58	35.2	4.4 PERTH	RH	19.6	D	s 648 11.02		s 196 11.02		
s 1.45	s 5.05				32	41.1	5.9 GRONNA		13.7		s 10.49		s 10.20		
							0.8 WATER TANK			W					
s 2.30	s 5.22				43	47.4	5.5 ROLLA	RO	7.4	D	s 10.37		s 9.40		
s 3.00Pm	s 5.45Pm			65	165	54.8	7.4 ST. JOHN	SJ	0.0	R D WC Y	10.20Am		9.00Am		
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday										Leave Daily Ex. Sunday		Leave Daily Ex. Sunday		
647	195										196		648		
6.30	2.30										2.15		6.10		
8.4	21.9										24.4		8.9		
						Time Over District Average Speed per Hour									

Special Rules.
 West bound trains are superior to east bound trains of the same class.
 Trains Nos. 647 and 648 will carry passengers when provided with proper transportation.
 Branch line trains will not occupy main line at Church's Ferry without fully protecting themselves.
INITIAL STATIONS.
 Church's Ferry for trains 195, 647, St. John " " 196, 648.
TERMINAL STATIONS.
 Church's Ferry for trains 196, 648, St. John " " 195, 647.

FIFTH DISTRICT—BETWEEN YORK AND DUNSEITH.

SECOND CLASS		SECOND CLASS		Capacity of Side Tracks		Distance from York.	STATIONS.	Telegraph Calls.	Distance from Dunseith.	SIGNS. See Special Rule 7, page 11.	SECOND CLASS		SECOND CLASS		
353	354	353	354	Passing Tracks.	Other Tracks.						353	354	Mixed Train	Local Freight	Arrive Daily Ex. Sunday
Mixed Train	Mixed Train	Mixed Train	Mixed Train												
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday												
3.15Pm				84	140	0.0	YORK	XN	41.2	R DNPWC Y	s 1.00Pm				
f 3.40					16	7.3	7.3 HONG		33.9		f 12.25Pm				
s 4.10					43	14.3	7.0 WOLFORD		26.9	D	s 11.45				
s 4.40					21	20.9	6.6 NANSON		20.3	D	s 10.50				
f 4.55					16	24.7	3.8 BARBY		16.5		f 10.30				
						27.3	2.6 M. St. P. & S. S. M. RY. CROSSING		13.9						
							0.1 ROLETTE	MC	13.8	D W	s 10.15				
s 5.20					55	27.4	6.8 THORNE		7.0	D	s 9.30				
s 6.00					97	34.2	7.0 DUNSEITH	DN	0.0	R D WC Y	9.00Am				
s 6.30Pm				50	84	41.2					Leave Daily Ex. Sunday				
Arrive Daily Ex. Sunday											354				
353											4.00				
3.15											10.3				
12.7															
						Time Over District Average Speed per Hour									

Special Rules.
 West bound trains are superior to east bound trains of the same class.
 Branch line trains will not occupy main line at York without fully protecting themselves.
INITIAL STATIONS.
 York for train 353, Dunseith " " 354.
TERMINAL STATIONS.
 York for train 354, Dunseith " " 353.

THIRD CLASS.				FIRST CLASS.			Capacity of Side Tracks		Distance from St. John.	Time Table No. 22. In Effect June 12, 1910.	Telegraph Calls.	Distance from Brandon.	SIGNS. See Special Rule 7, page 11.	FIRST CLASS.		THIRD CLASS.			
649				195			Passing Tracks	Other Tracks						STATIONS.	196	650			
Local Freight Leave Mon., Wed. and Fri.				Passenger Leave Daily Ex. Sunday										Passenger Arrive Daily Ex. Sunday	Local Freight Arrive Tues., Thurs. and Sat.				
			4.00pm			5.55pm	65	165	0.00	..... ST. JOHN	SJ	73.6	R D WC Y	s 10.15Am		s 5.00pm			
									4.20	..... INTERNATIONAL BOUNDARY		69.4							
		s	4.45			6.15 6.35		85	7.86	..... 3.66 BANNERMAN	BM	65.1	D W	s 9.51		s 4.20			
									12.05	..... 4.19 C. N. RY. CROSSING		61.4	I						
		s	5.15	s		6.55		43	16.09	..... 4.04 DESFORD		57.4	D	s 9.31		s 3.35			
		s	5.30	f		7.05		30	20.49	..... 4.40 FAIRBURN		53.0		f 9.21		s 3.15			
		s	5.55	s		7.15		58	25.38	..... 4.89 BOISSEVAIN	BI	48.2	D W	s 9.10		s 2.50			
									25.07	..... 0.29 C. P. R. CROSSING		47.9	IK						
		s	6.15	f		7.30		31	31.84	..... 6.17 ALCESTER		41.8		f 8.56		s 2.10			
		s	6.40	s		7.45		47	38.00	..... 6.16 MINTO	MO	35.6	D C	s 8.43		s 1.30			
									38.23	..... 0.23 C. N. RY. CROSSING		35.4	I						
		s	6.55	f		8.00		30	42.76	..... 4.53 HEASLIP		30.8		f 8.30		s 1.00			
		s	7.15	f		8.15		18	47.62	..... 4.86 BUNCLOUDY		28.0		f 8.20		s 12.35			
									48.25	..... 0.63 WATER TANK		25.4	W						
		s	7.25	s		8.30		30	50.80	..... 2.55 BEVERLY		22.8		s 8.12		s 12.01pm			
									53.62	..... 2.52 C. P. R. CROSSING		20.0	I						
		s	7.40	s		8.40		30	55.03	..... 1.41 HEBRON		18.6		s 8.03		s 11.40			
		s	8.05	s		8.55		43	58.79	..... 3.76 HAYFIELD	HD	14.8	D W	s 7.54		s 11.25			
		s	8.20	f		9.05		31	63.25	..... 4.46 McKELVIE		10.3		f 7.44		s 10.50			
		s	8.35	f		9.15		30	66.88	..... 3.63 ROSELAND		6.7		f 7.36		s 10.30			
									69.57	..... 2.89 C. N. RY. CROSSING		4.0	I						
		s	9.00pm	s		9.30pm		60	73.53	..... 4.01 BRANDON	DO	0.0	R D WCTY	7.20Am		10.00Am			
		Arrive Mon., Wed. and Fri.		Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday	Leave Tue., Thur. and Sat.					
		649		195									196	650					
		5.00 14.7		3.35 20.5						Time Over District Average Speed per Hour			2.55 25.2	7.00 10.5					

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 195, 649.
Brandon " " 196, 650.

TERMINAL STATIONS.

St. John for trains 196, 650.
Brandon " " 195, 649.

Table for Sixth District (Rugby and Antler) showing train schedules for Third Class and First Class, including times, distances, and station names.

Special Rules. West bound trains are superior to east bound trains of the same class. Trains Nos. 651 and 652 will carry passengers when provided with proper transportation.

SEVENTH DISTRICT—BETWEEN TOWNER AND MAXBASS.

Table for Seventh District (Towner and Maxbass) showing train schedules for Second Class, including times, distances, and station names.

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.

WEST BOUND.

EIGHTH DISTRICT—BETWEEN GRANVILLE AND SHERWOOD.

EAST BOUND. 9

Special Rules.	THIRD CLASS.		FIRST CLASS.		Capacity of Side Tracks		Distance from Granville.	STATIONS.	Telegraph Calls.	Distance from Sherwood.	SIGNS. See Special Rule 7, page 11.	FIRST CLASS.		THIRD CLASS.		
	653		217		Passing Tracks	Other Tracks						218		654		
	Local Freight	Passenger	Passenger	Local Freight												
<p>Trains Nos. 653 and 654 will carry passengers when provided with proper transportation.</p> <p>Branch Line trains will not occupy Main Line at Granville without fully protecting themselves.</p> <p>INITIAL STATIONS. Granville for trains 217, 653. Sherwood " " 218, 654.</p> <p>TERMINAL STATIONS. Granville for trains 218, 654. Sherwood " " 217, 653.</p>	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
	218 10.30Am		5.30Pm		90	168	0.0	GRANVILLE		61.3	R DN WC Y	653 10.30Am		3.00Pm		
	s 11.30		s 6.00			42	13.0	13.0 DEERING	DR	48.3	D	s 9.57		s 2.00		
	654 12.50Pm		s 6.25			45	24.5	11.5 GLENBURN	GX	36.8	D W	s 9.32		653 12.50Pm		
	s 1.10		s 6.37			33	29.8	5.3 FORFAR		31.5		s 9.18		s 11.50		
	s 1.55		s 6.50			59	35.1	5.3 LANSFORD	FD	26.2	D	s 9.05		s 11.30		
							35.3	0.2 M. St. P. & S. S. M. RY. CROSSING		26.0						
	s 2.15		s 7.05			30	40.7	5.4 TRURO		20.6		s 8.50		s 10.40		
	s 3.05		s 7.20			78	46.4	5.7 MOHALL	MO	14.9	D	s 8.35		s 10.10		
							51.2	4.8 WATER TANK		10.1	W					
	s 3.45		s 7.40			18	54.1	2.9 LORAIN		7.2		s 8.15		s 9.10		
	s 4.30Pm		s 8.00Pm		72	134	61.3	7.2 SHERWOOD	WD	0.0	R D C Y	8.00Am		8.30Am		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
	653		217									218		654		
	6.00 10.1		2.30 24.5									2.30 24.5		6.30 9.4		
Time Over District Average Speed per Hour.																

NINTH DISTRICT—BETWEEN BERTHOLD AND CROSBY.

Special Rules.	THIRD CLASS.		FIRST CLASS.		Capacity of Side Tracks		Distance from Berthold.	STATIONS.	Telegraph Calls.	Distance from Crosby.	SIGNS. See Special Rule 7, page 11.	FIRST CLASS.		THIRD CLASS.		
	655		221		Passing Tracks	Other Tracks						222		656		
	Local Freight	Passenger	Passenger	Local Freight												
<p>Trains Nos. 655 and 656 will carry passengers when provided with proper transportation.</p> <p>Branch Line trains will not occupy Main Line at Berthold without fully protecting themselves.</p> <p>INITIAL STATIONS. Berthold for trains 221, 655. Crosby " " 222, 656.</p> <p>TERMINAL STATIONS. Berthold for trains 222, 656. Crosby " " 221, 655.</p>	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.			
	7.30Am		4.10Pm		68	65	0.00	BERTHOLD		88.81	R DN C Y	655 10.55Am		5.00Pm		
	s 7.55		s 4.28				6.97	6.97 HARTLAND		81.84		s 10.35		221 4.28		
	s 8.30		s 4.43			42	13.31	6.34 AURELIA		75.50	D	s 10.20		s 3.25		
							15.31	2.0 WATER TANK		73.50	W					
	s 8.55		s 5.00			42	20.58	5.27 COULEE		68.23	D	s 10.00		s 2.45		
	222 9.41		s 5.17			42	27.61	7.03 KENASTON	K	61.20	D	s 9.41		s 2.00		
	s 10.10		s 5.32			42	34.23	6.62 NIOBE		54.58	D W	s 9.23		s 1.05		
	s 10.40		s 5.49			42	40.94	6.71 COTEAU	KO	47.87	D	s 9.04		s 12.10Pm		
	s 11.25		s 6.06			42	47.61	6.67 WOBURN		41.20	D	s 8.47		s 11.25		
	s 12.05Pm		s 6.26			42	55.15	7.54 LIGNITE	NG	33.66	D W	s 8.30		s 10.55		
	s 12.55		s 6.47			42	63.17	8.02 STAMPEDE	SD	25.64	D	s 8.12		s 10.15		
	s 1.25		s 7.02			42	38.67	5.50 LARSON		20.14	D	s 7.59		s 9.40		
	s 2.15		s 7.20			42	75.59	6.92 NOONAN	NX	13.22	D	s 7.44		s 9.00		
	s 2.55		f 7.35			42	81.29	5.70 PAULSON		7.52	W	f 7.31		s 8.35		
s 3.30Pm		s 7.55Pm		53	130	88.81	7.52 CROSBY	CY	0.00	R D C Y	7.15Am		8.00Am			
Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	Leave Tues. Thurs. and Sat.				
655		221									222		656			
8.00 11.1		3.45 23.7									3.40 24.3		9.00 9.9			
Time Over District Average Speed per Hour.																

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

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.....	.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	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
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.....	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.

	Between	Passenger	Freight
Devils Lake and Minot.....	-----	50 miles per hour.	30 miles per hour.
Minot 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.

SPECIAL RULES.

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

1. All light engines or engines with caboose only, will take siding at meeting points except when running as sections of a passenger train.
2. Trains displaying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.
3. All Safety Switches must be set for derail when not in use.
4. When there are two or more sections of a freight train authorized to carry passengers, the last section only will carry passengers.
5. All freight trains with more than thirty cars will be stopped 200 feet from water tanks and engine cut off to take water, instead of spotting engine coupled to train at tank.
6. Mallet 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.
7. 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 the station the trainmen are sometimes at a loss to know what to do with the body. The body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the County where the accident happened if you can possibly avoid it. 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.
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 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.			
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. J. D. Taylor.
Churchs Ferry.....	Dr. A. H. Flathe.	Stanley.....	Dr. John C. Dunn.
Leeds.....	Dr. J. W. Warren.	White Earth.....	Dr. E. F. Kennedy.
Rugby.....	Dr. H. M. Collison.	Ray.....	Dr. W. B. Scott.
Towner.....	Dr. W. L. Du Bois.	Williston.....	Dr. F. H. Van Dyke.
Granville.....	Dr. J. S. Davies.	Cando.....	Dr. F. C. Harris.
Minot.....	Dr. L. H. Kermott.	St. John.....	Dr. John G. Warren.
		Westhope.....	Dr. Chas. Durnin.
		Mohall.....	Dr. E. S. Fitzmaurice.
		Crosby.....	Dr. Blake Lancaster.

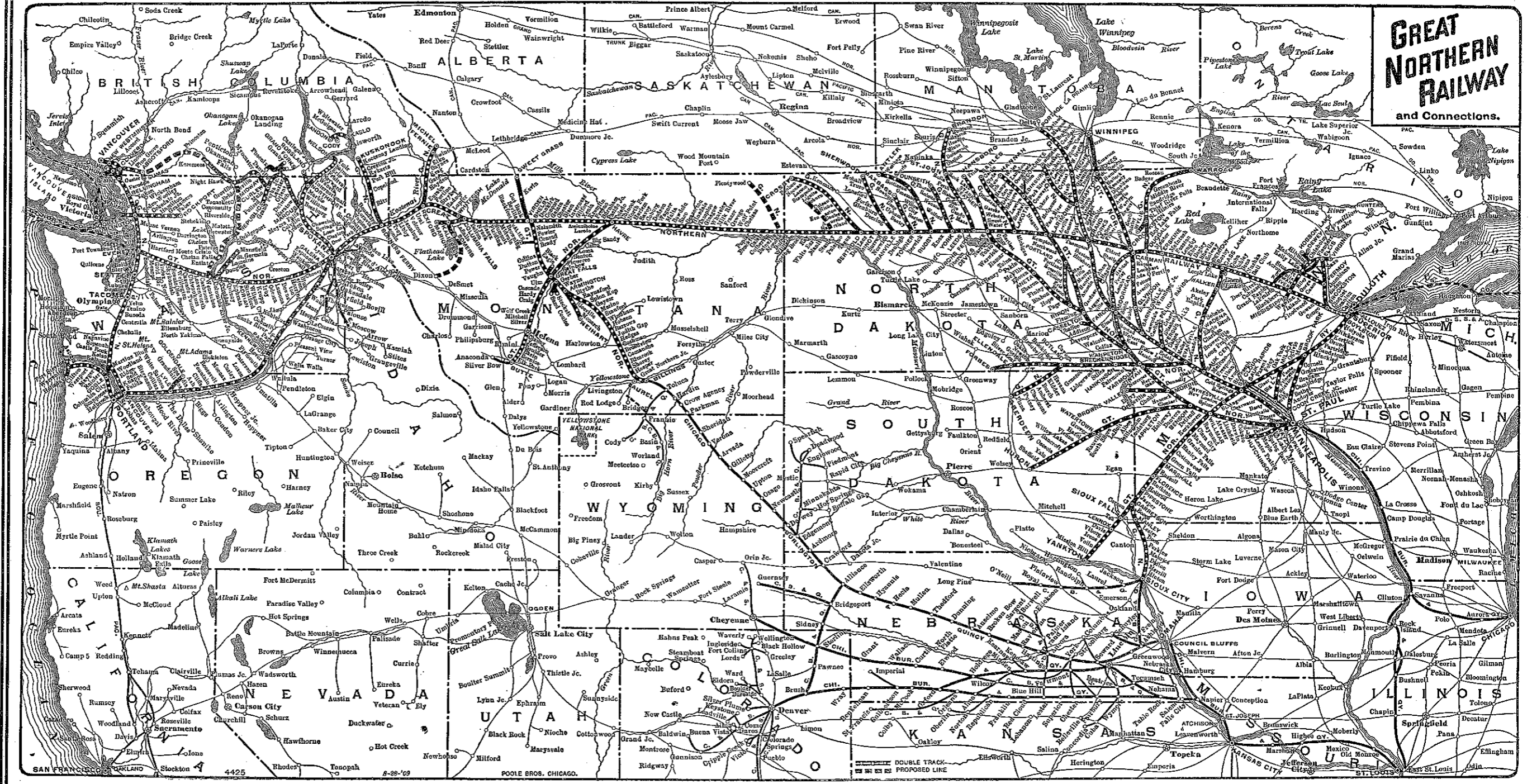
TIME INSPECTORS.

Devils Lake.....	F. Lueck.	Minot.....	W. H. Reighart.
Williston.....	F. H. Smith.	Brandon.....	D. A. Reesor.
Rugby.....	C. E. Hale.		

L. P. CLARK, Trick Dispatcher.
 W. T. HIATT, " "
 F. B. COLE, " "
 E. C. POWER, " "

T. S. SULLIVAN, Trick Dispatcher.
 G. A. STRONG, " "
 R. S. THOMPSON, " "

F. L. MESERVEY, Assistant Chief Dispatcher.
 M. WELCH, Chief Dispatcher.
 P. F. KEATING, Trainmaster.
 R. A. McCANDLESS, Assistant Superintendent.



GREAT NORTHERN RAILWAY and Connections.

DOUBLE TRACK
PROPOSED LINE

POOLE BROS. CHICAGO.

SAN FRANCISCO 4425 8-28-'09