



COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....	St. Paul, Minn.
*Dr. Chas. T. Eginton, Asst. to Chf. Med. Officer	St. Paul, Minn.
Dr. Theodore Loken	Ada, Minn.
Dr. G. W. Clifford	Alexandria, Minn.
*Dr. Carl Simison	Barnesville, Minn.
Dr. Kenneth P. Malvey	Bottineau, N. D.
Dr. J. A. MacDonald	Cando, N. D.
Dr. John F. Johanson	Cavalier, N. D.
*Dr. D. E. Stewart	Crookston, Minn.
Dr. C. G. Uhley	Crookston, Minn.
*Dr. W. F. Sihler	Devils Lake, N. D.
Dr. John C. Fawcett	Devils Lake, N. D.
*Dr. Glenn W. Toomey	Devils Lake, N. D.
Dr. R. Donald McBane	Devils Lake, N. D.
Dr. A. N. Flaten	Edinburg, N. D.
Dr. E. Ostergaard	Evansville, Minn.
*Dr. V. G. Borland	Fargo, N. D.
Dr. G. Howard Hall	Fargo, N. D.
Dr. Earl M. Haugrud	Fargo, N. D.
Dr. Norman H. Baker	Fergus Falls, Minn.
Dr. C. J. Gaspel	Grafton, N. D.
Dr. H. D. Benwell	Grand Forks, N. D.
*Dr. Walter C. Dailey	Grand Forks, N. D.
*Dr. William T. Powers	Grand Forks, N. D.
Dr. Peter Foderick	Hallock, Minn.
Dr. Robert W. McLean	Hillsboro, N. D.
Dr. N. J. Kaluzniak	Langdon, N. D.
Dr. C. O. Haugen	Larimore, N. D.
Dr. A. B. Lund	Leeds, N. D.
Dr. J. M. Muus	McVile, N. D.
Dr. R. C. Little	Mayville, N. D.
*Drs. Kermott and Kermott	Minot, N. D.
Dr. A. A. Meyer	Melrose, Minn.
Dr. E. W. Humphrey	Moorhead, Minn.
Dr. M. T. Savre	Northwood, N. D.
Dr. E. Haberman	Osakis, Minn.
Dr. Henry A. Korda	Pelican Rapids, Minn.
Dr. Jon V. Eylands	Rolla, N. D.
Dr. J. L. Delmore, Jr.	Roseau, Minn.
Dr. W. R. Fox	Rugby, N. D.
Dr. E. T. Keller	Rugby, N. D.
*Dr. O. W. Johnson	Rugby, N. D.
*Dr. H. W. Goehrs	St. Cloud, Minn.
Dr. G. H. Goehrs	St. Cloud, Minn.
*Dr. John C. Grant	Sauk Centre, Minn.
*Dr. Julian F. DuBois, Jr.	Sauk Centre, Minn.
*Dr. J. F. DuBois	Sauk Centre, Minn.
Dr. O. S. Craise	Towner, N. D.
Dr. D. E. Greene	Thief River Falls, Minn.
Dr. E. E. Greene	Westhope, N. D.
Dr. C. H. Holmstrom	Warren, Minn.
Dr. Charles M. Burns	Winnipeg, Man.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Malcolm A. McCannel	Minneapolis, Minn.
Dr. Charles E. Stanford	Minneapolis, Minn.
Dr. John E. Ruud	Grand Forks, N. D.
Dr. W. T. Wenner	St. Cloud, Minn.
Dr. O. L. Oppegaard	Crookston, Minn.

M. G. Larson, Chief Dispatcher.
 F. W. Lane, Trainmaster.
 W. L. Dorcy, Trainmaster.
 E. L. Conaway, Trainmaster.
 D. H. Burn, Ass't. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 112

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, April 3, 1960

W. J. O'CONNOR, Superintendent.
 R. N. WHITMAN, General Manager.
 A. W. CAMPBELL,
 General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Surface Numbers	Car Capacity		FIRST CLASS			Distance from Rice Jct.	Time Table No. 112 Effective April 3, 1960 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS		
	Sidings	Other Tracks	7	11	3					8	12	4
			Daily	Daily	Daily					Daily	Daily	Daily

TRAINS BETWEEN RICE JCT. AND ST. CLOUD ARE GOVERNED BY WILLMAR DIVISION TIME TABLE.

Surface Numbers	Car Capacity	Surface Numbers	Car Capacity	Time	Time	Time	Distance from Rice Jct.	Station	Code	Time	Time	Time	Distance from Rice Jct.
82	53			L 10.57Pm	L 7.12Pm	L 10.20Am	6.17	RICE JCT.	UPX	A 5.32Am	A 12.20Pm	A 8.40Pm	
85	6			11.03	7.20	10.28	8.94	ST. JOSEPH	JO DP	5.24	12.10	8.30	
90	136	24		11.12	7.28	10.36	14.34	COLLEGEVILLE	P				
96	72	31		11.18	7.34	10.43	20.38	AVON	VN DP	5.13	12.02Pm	8.22	
102	125	45		11.23	7.40	10.49	26.66	ALBANY	BY DP	5.06	11.56	8.16	
108	81	82		11.28	7.46	10.56	32.62	FREEPORT	FR DP	4.59	11.50	8.10	
117	85	119		s 11.40	s 7.55	s 11.06	40.92	MELROSE	SU DP	4.53	11.44	8.04	
							41.06	SAUK CENTRE	AU IBDNRXP	s 4.43	s 11.35	s 7.55	
124	129	27		11.50	8.05	11.14	48.70	PARK RAPIDS JCT.	JP				
130	69	80		11.56	8.10	11.19	54.50	WEST UNION	WU DP	4.30	11.25	7.44	
136	125	31		12.02Am	8.17	11.24	60.17	OSAKIS	KS DP	4.24	11.19	7.38	
141	83	135		s 12.08	s 8.24	s 11.31	65.77	NELSON	N DP	4.18	11.12	7.32	
148	128	23		12.19	8.36	11.43	72.33	ALEXANDRIA	RA DNP	s 4.10	s 11.04	s 7.22	
154	69	42		12.24	8.41	11.48	78.08	GARFIELD	G DP	3.56	10.54	7.12	
159	114	174		12.29	8.46	11.53	83.21	BRANDON	BN DP	3.50	10.48	7.05	
163		11					87.93	EVANSVILLE	NS DPX	3.45	10.43	6.59	
168	110	29		12.37	8.56	12.02Pm	92.12	MELBY	P				
176	69	32		12.45	9.04	12.09	99.82	ASHBY	B DP	3.35	10.35	6.49	
							110.33	DALTON	DO DP	3.25	10.28	6.41	
187	62	243		s 12.59	s 9.18	s 12.24	110.93	PELICAN JCT.	UP				
195	125	26		1.18	9.28	12.33	119.21	FERGUS FALLS	GS PDNX	s 3.10	s 10.16	s 6.26	
204	125	31		1.25	9.36	12.40	127.82	CARLISLE	CA DP	2.56	10.04	6.11	
210		22		1.31	9.42	12.46	134.60	ROTHSAY	RT DP	2.48	9.57	6.04	
217	132	414		s 1.42	s 9.52	s 12.57	141.81	LAWDALE	WN DP BDNR XYP	2.40	9.50	5.58	
				A 1.44Am	9.54	12.59	142.85	BARNESVILLE	D	s 2.32	s 9.42	s 5.49	
226	79	32			f 10.02	1.06	149.80	BARNESVILLE JCT.	UPX	L 2.25Am	9.38	5.44	
232	125	32			f 10.10	1.14	156.36	BAKER	BK DP		f 9.29	5.37	
							164.34	SABIN	SB DP		f 9.20	5.30	
								MOORHEAD JCT.	MJ DNRXP		L 9.10Am	L 5.20Pm	

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS					Distance from Wapeton Jct.	Time Table No. 112 Effective April 3, 1960 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS					SECOND CLASS
	Sidings	Other Tracks		327	11	27	3	9					31	32	12	4	28		10	328
			Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	

TRAINS BETWEEN BRECKENRIDGE AND WAHPETON JCT. ARE GOVERNED BY MINOT DIVISION TIME TABLE.

										L 1.54Pm		L 1.50Am		L 1.15Am				WHAHPETON JCT.		PJX		A 2.33Am				A 4.59Pm		A 11.46Pm				
P 7	40																				P											
P 9	22																															
P14	90	43																			KN	DP										
P23	89	49																			WO	DP										
P29	78																				CM	DP										
P35	36																				J	DP										
P40	35																					P										
	147	144		L 10.20Pm				L 1.24Pm													MJ	IDNPXJ			A 9.10Am	A 5.20Pm						
241	55	263	L 3.30Pm	s 10.23	s 2.38	s 1.26	f 2.41														MH	DNPXR		s 9.09	s 5.18	s 4.11	f 10.58			A 7.05Am		
242	Yard	1743	A 3.35Pm	A 10.26	A 2.40	A 1.29	A 2.45	A 2.01														FO	XBDNIKR	L 1.43	L 9.04	L 5.15	L 4.08	L 10.55			L 7.00Am	
				L 10.37	L 2.55	L 1.39	L 3.10	L 2.06																A 1.35	A 9.01	A 5.05	A 3.53	A 10.30				
242				10.40	A 2.58Pm	1.42	3.13	A 2.09Am													F	BDNJKOR XYZVP		L 1.31Am	8.59	5.02	L 3.50Pm	10.27				
250	125	40		10.48		1.49	3.20														WD	DP			8.49	4.53		10.18				
256	50	34		10.55		1.55	3.26														SI	DP			8.41	4.46		10.12				
263	108	50		11.02		2.02	3.31														GA	DP			8.32	4.38		10.05				
269	125	58		11.09		2.08	3.36														GN	DP			8.26	4.32		10.00				
275	32			11.14		2.13	3.41														CS	DP			8.20	4.27		9.55				
281	214	162		11.22		s 2.20	s 3.48														HS	DNP		s 8.14	s 4.22		s 9.49					
289	78	36		11.29		2.27	3.57														MU	DP			8.04	4.14		9.41				
295	125	49		11.34		2.32	4.02														BU	DP			7.58	4.09		9.36				
300	77	58		11.38		2.36	f 4.06														RD	DP			7.53	4.05		f 9.31				
307	110	77		11.43		2.42	4.13														ON	DP			7.45	3.59		9.24				
312	37			11.48		2.46	4.17															P				7.40	3.55		9.20			
317				A 11.55Pm		A 2.51Pm	A 4.23Am														PA	RDNIJ XYP			L 7.34Am	L 3.49Pm		L 9.14Pm				
			.05	1.35	1.04	1.27	2.33	.54																1.02	1.36	1.31	1.09	2.32	.05			
			12.6	49.0	43.0	53.5	47.3	50.9																44.4	48.5	51.2	39.9	47.6	12.6			

CONDITIONAL STOPS

No. 3 Stops at any Station between Fargo and Grand Forks to pick up revenue passengers for points west of Williston where No. 3 is scheduled to stop.

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS						Distance from Grand Forks	Time Table No. 112		Telegraph Calls	FIRST CLASS					SECOND CLASS
	Siding	Other Tracts	SECOND CLASS	(10)	(4)			(12)		STATIONS	SIGNS		(9)		(3)	(11)	SECOND CLASS	
			307	149	147	3	9	151					144	4	10	142	152	308
			Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.		
320	Yard	3474	L 9.20Am	L 9.00Pm	L 3.35Pm	L 3.05Pm	L 7.00Am	L 7.30Am	GRAND FORKS ★	GF	BDNKVP ORXZ	A 4.30Am	A 3.25Pm	A 7.25Pm	A 2.55Pm	A 1.59Pm	A 6.40Pm
317	A 9.30Am	A 9.14Pm	A 3.49Pm	3.20	7.15	A 7.34Am	2.58	PA TOWER	PA	PRDNJUX	L 4.23Am	3.20	7.18	L 2.51Pm	L 1.55Pm	L 6.30Pm
326	....	17	.....	.....	.....	f 7.21	.....	.....	6.71	POWELL	....	P	.....	f 7.13	.....	.....	.....
330	79	....	.....	.....	.....	3.29	7.26	.....	11.06	OJATA	....	P	.....	3.11	7.08	.....	.....
335	79	40	.....	.....	.....	3.34	s 7.33	.....	15.70	EMERADO	DO	DP	.....	3.06	s 7.03	.....	.....
341	73	32	.....	.....	.....	3.41	s 7.43	.....	21.73	ARVILLA	RF	DP	.....	2.59	s 6.53	.....	.....
347	Yard	260	.....	.....	.....	3.48	s 8.03	.....	27.76	LARIMORE ★	KI	BDNJK PRXY	.....	2.53	s 6.44	.....	.....
....	....	....	.....	.....	.....	.....	.....	.....	30.01	HANNAH JCT	....	JPX	.....	.....	6.34	.....	.....
354	71	....	.....	.....	.....	3.56	f 8.12	.....	34.93	SHAWNEE	....	P	.....	2.45	f 6.29	.....	.....
361	100	36	.....	.....	.....	4.03	s 8.26	.....	41.66	NIAGARA	NA	DP	.....	2.40	s 6.22	.....	.....
367	71	27	.....	.....	.....	4.10	s 8.36	.....	47.96	PETERSBURG	BE	DP	.....	2.35	s 6.12	.....	.....
373	100	32	.....	.....	.....	4.16	s 8.45	.....	53.72	MICHIGAN	HI	DP	.....	2.29	s 6.03	.....	.....
378	72	37	.....	.....	.....	4.21	s 8.54	.....	58.41	MAPES	MA	DP	.....	2.24	s 5.54	.....	.....
383	71	198	.....	.....	.....	s 4.29	s 9.10	.....	64.12	LAKOTA ★	B	DNPRX	.....	s 2.18	s 5.45	.....	.....
....	....	....	.....	.....	.....	.....	.....	.....	64.44	SARLES JCT	....	JKYP	.....	.....	.....	.....	.....
387	70	16	.....	.....	.....	4.34	s 9.18	.....	68.19	BARTLETT	BA	DP	.....	2.11	s 5.33	.....	.....
393	72	29	.....	.....	.....	4.39	s 9.27	.....	73.09	DOYON	DY	DP	.....	2.06	s 5.25	.....	.....
397	74	34	.....	.....	.....	4.44	s 9.36	.....	77.90	CRARY	CY	DP	.....	2.01	s 5.17	.....	.....
403	70	21	.....	.....	.....	4.50	f 9.42	.....	83.51	KEITH	....	P	.....	1.55	f 5.09	.....	.....
408	Yard	681	.....	.....	A 4.56 L 5.01	A 9.50 L 10.10	.....	.....	88.72	DEVILS LAKE ★	WS	BDNJKOV PRXY	L 1.49 A 1.46	L 5.01 A 4.51	.....	.....	.....
415	73	34	.....	.....	5.09	10.18	.....	.....	95.82	GRAND HARBOR	....	P	.....	1.40	f 4.43	.....	.....
421	76	33	.....	.....	5.14	f 10.25	.....	.....	101.70	PENN	PN	DP	.....	1.35	s 4.37	.....	.....
427	129	128	.....	.....	5.19	s 10.34	.....	.....	107.67	CHURCHS FERRY ★	FY	DJPRXY	.....	1.30	s 4.29	.....	.....
434	70	29	.....	.....	.....	5.25	f 10.43	.....	114.89	NILES	....	P	.....	1.24	f 4.20	.....	.....
438	70	29	.....	.....	.....	5.29	s 10.51	.....	119.09	LEEDS	JD	DP	.....	1.20	s 4.15	.....	.....
445	81	117	.....	.....	.....	5.36	s 11.01	.....	125.41	YORK	XN	DJPRXY	.....	1.13	s 4.06	.....	.....
451	56	34	.....	.....	.....	5.42	s 11.10	.....	131.40	KNOX	OX	DP	.....	1.07	s 3.57	.....	.....
456	70	37	.....	.....	.....	5.49	s 11.19	.....	136.93	PLEASANT LAKE	A	DP	.....	1.01	s 3.48	.....	.....
465	124	307	.....	.....	.....	s 6.01	s 11.44	.....	145.96	RUGBY ★	RU	BDNJK OPRXY	.....	s 12.51	s 3.37	.....	.....
471	70	18	.....	.....	.....	6.07	f 11.51	.....	151.18	TUNBRIDGE	UN	DP	.....	12.41	s 3.25	.....	.....
477	71	29	.....	.....	.....	6.14	s 11.59	.....	157.47	BERWICK	BK	DP	.....	12.34	s 3.16	.....	.....
484	72	119	.....	.....	.....	f 6.23	s 12.26 PM	.....	164.94	TOWNER ★	OW	DJPRXY	.....	f 12.26	s 3.07	.....	.....
492	70	17	.....	.....	.....	6.33	f 12.35	.....	173.65	DENBIGH	....	P	.....	12.17	f 2.54	.....	.....
504	70	140	.....	.....	.....	6.46	s 12.48	.....	185.80	GRANVILLE	J	DJPRXY	.....	12.04Pm	s 2.40	.....	.....
512	71	28	.....	.....	.....	6.53	s 12.57	.....	192.66	NORWICH	CH	DP	.....	11.57	s 2.30	.....	.....
519	....	36	.....	.....	.....	A 7.05Pm	A 1.05Pm	.....	199.89	SURREY	SR	PDNRJ	.....	L 1.49Am	L 2.20Pm	.....	.....
									Time Over Subdivision Average Speed Per Hour									
											.07	3.36	5.05	.04	.04	.10		
											22.1	55.5	39.3	38.7	38.7	15.5		

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

6 WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Fergus Falls	Time Table No. 112 Effective April 3, 1960	Telegraph Calls	SIGNS
	Other Tracts					
187				FERGUS FALLS. ★	GS	DNPRXV
TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS ARE GOVERNED BY FIRST SUBDIVISION SCHEDULES.						
			0.60	PELICAN JCT.		
			0.13			
			0.73	WEST N. P. RY. JCT.	U	
TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. ARE GOVERNED BY NORTHERN PACIFIC TIME TABLE.						
			0.94	EAST N. P. RY. JCT.		
L-8	2		8.82	ELIZABETH		
L-16	25		16.36	ERHARD	RH	D
L-21	59		22.35	PELICAN RAPIDS	P	BDRO

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Moorhead	Time Table No. 112 Effective April 3, 1960	Telegraph Calls	SIGNS	SECOND CLASS 332 Daily Ex. Sunday
	Other Tracts	SECOND CLASS 331 Daily Ex. Sunday					
.....	111	L	7.10Am	.....	MOORHEAD.....	MH	DNJP RX A 3.25Pm
P 54	30	s	7.35	8.56	..... KRAGNES.....	GS	D s 3.00
P 61	70	s	7.55	15.39	..... GEORGETOWN.....	WN	D s 2.40
P 68	29	s	8.15	22.03	..... PERLEY.....	PY	D s 2.20
P 74	54	s	8.35	28.02	..... HENDRUM.....	RH	D s 2.00
P 80	125	s	8.55	34.14	..... HALSTAD.....	SD	D s 1.40
P 87	43	s	9.20	41.68	..... SHELLEY.....	S	D s 1.15
P 92	104	s	9.35	46.45	..... NIELSVILLE.....	NS	D s 1.00
P 97	38	s	9.55	52.00	..... CLIMAX.....	CX	D s 12.40
P 103	53	s	10.15	57.90	..... ELDRED.....	RD	D s 12.20
P 109	15	f	10.35	63.81	..... GIRARD.....	.....	f 12.01Pm
.....	.....	A	10.49Am	66.49	..... M. N. JCT.....	.....	JXP L 11.50Am
			3.39 18.2		Time Over Subdivision Ave. Speed Per Hour		3.35 18.5

Westward trains are superior to eastward trains of the same class on the Sixth, Seventh, Eighth and Ninth Subdivisions.

CONDITIONAL STOPS

Delores Mission Spur is a flag stop for trains 311 and 312.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Erie Jct.	Time Table No. 112 Effective April 3, 1960	Telegraph Calls	SIGNS
	Sidings	Other Tracts				
S15				ERIE JCT.		JPR
S20	27		1.63	1.63 ERIE		
S31	35		12.37	10.74 GALESBURG		
S36	29		17.79	5.42 CLIFFORD		
S42	13		24.08	6.29 ROSEVILLE		
S47	24	40	28.33	4.25 PORTLAND	RA	DP
R103	19		32.88	4.55 PORTLAND JCT.		JPY

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Nolan	Time Table No. 112 Effective April 3, 1960	Telegraph Calls	SIGNS	SECOND CLASS 312 Daily Ex. Sunday
	Sidings	Other Tracts					
FS41		L	5.15Pm	..... NOLAN. ★	W	DNJPR	A 5.40Pm
T16	84	s	5.35	1.53 PAGE	GE	DPX	s 5.35
T23	34	s	5.55	7.12 COLGATE	CG	DP	s 5.12
T29	75	s	6.20	6.27 HOPE	HO	DP	s 5.01
T36	37	s	6.35	6.34 BLABON	BN	DP	s 4.46
T39	23	f	6.45	2.96 PICKERT	.....	P	f 4.37
T44	41	s	7.15	5.03 FINLEY	FN	DP	s 4.22
T50	38	s	7.35	6.50 SHARON	QN	DP	s 4.02
T57	47	s	8.00	7.06 ANETA	NE	DP	s 3.40
T62	30	s	8.15	4.98 KLOTEN	KN	DP	s 3.23
T68	45	s	8.40	5.93 McVILLE	VI	DP	s 3.05
T75	39	s	9.00	7.33 PEKIN	K	DP	s 2.40
T81	40	s	9.20	5.76 TOLNA	N	DP	s 2.12
T88	31	s	9.40	6.36 HAMAR	HM	DP	s 1.52
T94	51	s	10.00	6.39 WARWICK	WA	DP	s 1.32
T101	44	s	10.20	7.28 TOKIO	KY	DP	s 1.10
T110	34	s	10.45	9.24 FORT TOTTON	NR	DP	s 12.45
408	681	A	11.00Pm	5.30 DEVILS LAKE. ★ Soo Line Crossing	WS	BDNJKOP RVXYZU	L 12.30Pm
FG 8	24		108.90	7.52 SWEETWATER	.....	
FG12	69		113.48	4.58 WEBSTER	RS	D	
FG18	21		118.78	5.30 GARSKE	.....	
FG24	84		125.39	6.61 STARKWEATHER	KT	D	
FG29	11		130.27	4.88 ST. JOE	.....	
FG40	32		141.02	10.75 OLMSTEAD Soo Line Crossing	OM	DU	
FG47	26		147.69	6.67 CROCUS	.....	
FG53	39		154.55	6.86 ROCK LAKE	RA	D	
FG66	48		167.32	12.77 HANSBORO	HN	DRY	
			5.45 17.6	Time Over Subdivision Average Speed Per Hour			5.10 19.6

WESTWARD

TENTH SUBDIVISION

EASTWARD 7

Station Numbers	Car Capacity		SECOND CLASS		Distance from Vance	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidelings	Other Tracks	341	641						642	342
			Daily Ex. Sunday	Daily Ex. Saturday						Daily Ex. Sunday	Daily Ex. Saturday
FS23	69		L	8.05Am		VANCE 4.95	JPYR		A	5.40Pm	
R70		37	s	8.25	4.95	ARTHUR 6.03	AU	DP		s 5.25	
R76		34	s	8.45	10.98	HUNTER 5.77	UN	DP		s 5.05	
R82		30	f	9.00	16.75	GREENFIELD 2.74				f 4.45	
R85		23	f	9.08	19.49	PRESTON				f 4.36	
R87		42	s	9.15	21.66	2.17 BLANCHARD 6.35	CD	DP		s 4.29	
R93		24	f	9.35	28.01	MURRAY 5.57		P		f 4.08	
R99		214	s	10.35	33.58	MAYVILLE 4.94	MV	DP		s 3.50	
R103		19	s	10.50	38.52	PORTLAND JCT. 6.50		JPY	L	3.35	
R110		171	s	11.50	45.02	HATTON	HT	DP	A	3.05	
R118		168	s	12.25Pm	53.51	8.49 NORTHWOOD	ND	DP		s 2.15	
R125		44	s	12.45	59.78	6.27 KEMPTON	MT	DP		s 1.45	
347	Yard	260	A	1.00Pm	66.09	6.31 LARIMORE ★	KI	BDNJKO PRXY	L	1.30Pm	

TRAINS BETWEEN LARIMORE AND HANNAH JCT. ARE GOVERNED BY THIRD SUBDIVISION SCHEDULES.

R-139		29		L	8.15Am	68.34	2.25 HANNAH JCT.	JPX	A	1.45Pm
R-146		29			8.35	74.29	5.95 McCANNA	MC	D	1.25
R-150		46			8.55	80.86	6.57 ORR	OR	D	1.05
R-156		26			9.15	85.09	4.23 INKSTER	NS	D	12.45
					9.35	91.64	6.55 CONWAY		I	12.25
R-161		44			9.55	96.62	4.98 PISEK	P	D	12.05Pm
R-168	50	184		A	10.10	102.78	6.16 PARK RIVER	K	DY	L 11.45
R-173		25		L	10.30	108.21	5.43 KERRY			A 10.30
R-177		98			10.50	108.21	3.87 EDINBURG	BU	D	10.15
R-183	30	30			11.10	112.08	6.28 UNION	U	D	10.01
					11.30	118.36				9.35
R-189		41			11.50	124.65	6.29 MILTON	MN	D	9.15
R-195		54			12.10Pm	130.43	5.78 OSNABROCK	NB	D	8.59
R-201		30			12.30	135.96	5.53 EASBY			8.40
R-207	37	89			1.05	142.14	6.18 LANGDON	DN	D	8.25
R-214		35			1.25	149.17	7.03 DRESDEN	RS	D	7.45
R-221		42			1.45	156.52	7.35 WALES	W	D	7.25
R-228		35		A	2.00Pm	163.23	6.71 HANNAH	HN	BDOR XY	L 7.00Am
					4.55	5.45				6.45
					13.4	16.5				14.1
							Time Over Subdivision			4.10
							Average Speed Per Hour			15.9

Westward trains are superior to eastward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

8 ELEVENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from PA Tower	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks	307						Daily Ex. Sun.	308	Daily Ex. Sun.
317			L 9.30Am		PA TOWER	PA	RDNIJYPU	A 6.30pm	
				1.49	N. P. RY. CROSSING		P		
O-12	83		s10.03	12.01	MANVEL	MV	DP	s 6.05	
O-24	79	44	s10.34	24.07	ARDOCH	HN	DPVI	s 5.33	
O-30	114		s10.50	30.21	MINTO	MT	DP	s 5.13	
O-35	40		f11.02	34.79	HERRIOTT		P	f 4.57	
				38.40	N. P. RY. CROSSING		U		
O-39	87	184	s11.31	39.09	GRAFTON	FN	BDPRXV	s 4.45	
	73		11.35	39.83	GRAFTON JCT.		JPXY	4.20	
O-46	88		s11.55	45.58	AUBURN	AU	DP	s 4.01	
O-53	150		s12.10pm	53.22	ST. THOMAS	MS	DP	s 3.41	
O-59	36		s12.31	59.28	GLASSTON	NA	DP	s 3.18	
O-66	67		s12.55	66.23	HAMILTON	H	DP	s 3.00	
O-71	51		s 1.15	71.34	BATHGATE	VD	DP	s 2.40	
O-79	Yard	206	s 1.40	79.18	NECHE	CH	BDPRWX	s 2.25	
			308 A 1.50pm	80.96	GRETNA	N	DJPRYV	L 2.00pm	
			4.20 18.7					4.30 18.0	
Time Over Subdivision Average Speed Per Hour									

THIRTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks		Distance from Lakota	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS
			0.32		SARLES JCT.		JXYP
			8.61		SOO LINE CROSSING		U
VA-12	35		12.40		BROCKET	KO	D
VA-18	35		18.66		LAWTON	ON	D
VA-27	42		27.19		EDMORE	RD	D
VA-34	26		33.89		DERRICK	RC	D
VA-40	44		40.05		HAMPDEN	DN	D
VA-45	16		44.85		WEAVER		
			48.53		SOO LINE CROSSING		U
VA-53	44		52.44		MUNICH	MN	D
VA-60	34		59.88		CLYDE	CD	D
VA-66	36		65.83		CALVIN	VN	D
VA-73	45		72.69		SARLES	SA	DORY

TWELFTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Grafton	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks	323						Daily Ex. Sun.	324	Daily Ex. Sun.
O-39	87	184	L 1.00pm		GRAFTON	FN	BDPRXV	A 11.00Am	
	73		1.04	0.74	GRAFTON JCT.		JPXY	10.54	
OA-7	197		s 1.45	6.47	NASH	NA	D	s10.40	
OA-14	66	134	s 2.40	13.66	HOOPLE	HO	D	s10.01	
OA-18	153		s 3.20	18.30	CRYSTAL	CT	D	s 9.15	
OA-24	45		s 3.50	24.59	HENSEL	CA	D	s 8.45	
OA-32	165		s 4.45	32.21	CAVALIER	CV	D	s 8.15	
OA-37	35		s 5.10	37.18	BACKOO	BO	D	s 7.35	
OA-42	35		s 5.25	42.62	LEYDEN			s 7.15	
OA-48	Yard	190	A 5.45pm	48.33	WALHALLA	WA	BDORXY	L 7.00Am	
			4.45 10.2					4.00 12.1	
Time Over Subdivision Average Speed Per Hour									

FOURTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks					
427					CHURCH'S FERRY	FY	DJPRXY
X7	25		7.37		MAZA	Z	D
X15	57	98	15.38		CANDO	CN	D
X22	35		21.67		CONSIDINE		
X28	35		27.84		SOO LINE CROSSING BISBEE	BS	DVU
X35	35		35.16		PERTH	RH	D
X48	41		47.41		ROLLA	RO	D
X55	40		54.82		ST. JOHN	SJ	DRY

Westward trains are superior to eastward trains of the same class on the Eleventh, Twelfth, Thirteenth and Fourteenth Subdivisions except No. 324 is superior to No. 323. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

FIFTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS
445	.....	.....	.....	.....YORK.....	XN	DJPRXY
X8 7	15	7.24	7.24	.....HONG.....	.....	.....
X814	35	14.33	7.09	.....WOLFORD.....	WF	D
X821	9	20.92	6.59	.....NANSON.....	SN	D
X828	45	27.34	6.42	.....ROLETTE.....	MC	DU
X834	36	34.19	6.85	SOO LINE CROSS'G.	AN	D
X842	89	41.94	7.75	.....THORNE.....	DN	DRY
			7.75	.....DUNSEITH.....		

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS
484	.....	.....	.....	.....TOWNER.....★	OW	DJKPRXY
XD14	28	14.16	14.16	.....BANTRY.....	BA	D
XD22	35	22.14	7.98	.....UPHAM.....	AU	D
		30.86	8.72	SOO LINE CROSS'G.		U
XD35	45	34.82	3.96	.....NEWBURG.....	BR	D
XD41	15	40.77	5.95	.....DUNNING.....		
XD46	61	45.46	4.69	.....MAXBASS.....	MX	DRY

EIGHTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS
504	.....	.....	.....	.....GRANVILLE.....	J	DJPRXY
XA13	38	13.00	13.00	.....DEERING.....	DR	D
XA18	15	17.99	4.99	.....WOLSETH.....		
XA25	36	24.47	6.48	.....GLENBURN.....	GX	D
XA30	26	29.73	5.26	.....FORFAR.....		
XA35	47	35.27	5.54	.....LANSFORD.....	S	DVU
XA46	68	46.36	11.09	SOO LINE CROSS'G.	MO	D
			11.09	.....MOHALL.....		
XA52	13	54.01	7.65	.....LORAIN.....	RI	D
XA61	79	61.22	7.21	.....SHERWOOD.....	WD	DRY

SIXTEENTH SUBDIVISION 9
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
							347
							Daily except Sun.
445	307	L 6.00Am	.....	.....RUGBY.....★	RU	BDNJKP ORXY	A 4.45Pm
V 6	10	f 6.13	6.34	.....LEVERICH.....	.....	.....	f 4.25
V13	36	s 6.30	12.76	.....BARTON.....	BN	D	s 4.10
V21	36	s 6.55	21.21	.....WILLOW CITY.....	WC	D	s 3.45
V30	11	s 7.15	28.58	.....OMEMEE.....	.....	VU	s 3.20
				SOO LINE CROSS'G.			
V38	119	A 7.35	38.10	.....BOTTINEAU.....	BO	D	L 3.00
V45	29	L 8.45	44.76	.....CARTER.....	CB	D	A 2.19
V51	46	s 9.05	51.10	.....CARBURY.....			s 2.05
V56	22	s 9.30	56.63	.....SOURIS.....	SU	D	s 1.45
V62	27	s 9.50	61.72	.....ROTH.....	HO	D	s 1.25
				.....LANDA.....	NA	D	s 1.05
V67	97	s 10.40	67.53	.....WESTHOPE.....	WS	D	s 12.40Pm
V73	21	s 10.55	73.53	.....KUROKI.....	.....	.....	s 11.55
V80	46	A 11.10Am	80.24	.....ANTLER.....	AR	BDRXY	L 11.35Am

NINETEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Red Lake Falls Jct.	Time Table No. 112 Effective April 3, 1960	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
							553
							Daily Ex. Sunday
Y 17	L 9.05Am	.....	.....TILDEN JCT.....	ON	DPJ	A 12.40Pm

TRAINS BETWEEN TILDEN JCT. AND RED LAKE FALLS JCT. ARE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

.....	.....	9.30Am	.....	.....RED LAKE FALLS JCT.....	.....	JR	12.15
N 13	83	s 9.45	2.10	.....RED LAKE FALLS.....	FA	D	s 12.01Pm
N 23	20	s 10.15	12.35	.....ST. HILAIRE.....	JO	D	s 11.30
N 31	119	s 11.05	20.04	.....THIEF RIVER FALLS.....	VR	DXYV	s 11.05
				.....SOO LINE CROSSING.....		U	.....
N 41	35	s 11.50	31.90	.....HOLT.....	GR	D	s 10.20
N 51	46	s 12.30Pm	41.86	.....MIDDLE RIVER.....	MD	D	s 9.52
N 59	23	s 12.55	50.27	.....STRATHGONA.....	.....	.....	s 9.30
N 70	65	s 1.25	60.53	.....GREENBUSH.....	GB	D	s 9.02
N 79	51	s 1.55	70.01	.....BADGER.....	BA	D	s 8.42
N 86	16	s 2.10	76.84	.....FOX.....	.....	.....	s 8.28
N 92	98	s 2.30	83.01	.....ROSEAU.....	RU	D	s 8.15
N101	15	s 2.49	92.11	.....SALOL.....	SA	D	s 7.56
N114	138	A 3.15Pm	104.40	.....WARROAD.....	WD	BDRXYV	L 7.30Am
		5.45					4.45
		18.2					22.0

Time Over Subdivision
Average Speed Per Hour

Westward trains are superior to eastward trains of the same class on the Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Subdivisions except No. 348 is superior to No. 347.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations.

Barnesville Jct. —Jct. switch.

Moorhead Jct. —Jct. switch.

Hillsboro —Both siding switches.

Gardner —Both siding switches.

30 MPH—On Main lines, when handling following equipment in trains not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations.

PA Tower —Jct. switches, Second Sub-Division.
Both switches of crossover west of Interlocking station.

Moorhead Jct. —West switch of siding.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern Cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 in passenger trains at passenger train speeds.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of train.

Single unit diesel engines moving dead in freight trains are to be handled not less than (5) cars, or more than (15) cars from road engine. Additional units are to be separated by not less than (5) cars.

Multiple unit groups, not exceeding (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than (5) cars from road engine. Additional groups or single units are to be separated by not less than (5) cars.

Following speed restrictions must be observed when towing engines dead in trains.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 12, 14, 15, 16, 24 thru 28, 75 thru 170.
79 MPH.....	260, 261, 266 thru 270, 275, 280, 281, 350 thru 365, 500 thru 512, 679, 680.
65 MPH.....	All other engine units not shown above.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to

the head end of train, but not next to engine, caboose, occupied outfit car or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

4. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
5. When operating snow machines in non-block signal territory no trains should be permitted to follow closer than a station apart; when that cannot be done they shall be blocked not less than thirty minutes apart.

After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a backup movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

6. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
7. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car. When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all

cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

8. Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication.
- During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined in normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.
9. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

(d) At Barnesville, First class trains and passenger extras must obtain clearance. Clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

(e) Clearance received at Fargo or Fargo Jct. will clear eastward first subdivision trains at Moorhead Jct. when train order signal indicates proceed. First and second class trains and passenger extras obtain clearance at Passenger station, other trains at Yard office.

5. SPEED TEST BOARDS.

Engineers shall test speed of their train passing the following points as compared with speed table:

Westward trains, between MP 83 and MP 84 between St. Joseph and Collegeville.

Eastward trains, between MP 12 and MP 11 between Baker and Sabin, and between MP 214 and MP 213 between Lawndale and Barnesville.

6. MANUAL INTERLOCKINGS.

Moorhead Jct.

7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Rice Jct., switches are electrically controlled by operator at depot, St. Cloud.

Barnesville Jct., switches are electrically controlled by operator at depot, Barnesville.

8. AUTOMATIC INTERLOCKINGS.

N. P. Ry. crossing0.8 miles west of Sauk Centre
N. P. Ry. crossing0.6 miles east of Fergus Falls
Fergus Falls, when home signal displays Stop-indication, a member of the crew must first operate push button at the home signal. If this operation does not cause signal to indicate proceed, release must then be operated in accordance with instructions posted in box at the crossing. These instructions cover operation of electric switch locks on east siding switch and industry track switch.

9. Freight trains using the siding at Carlisle, Minnesota, must stop to clear the Township Road Crossing located approximately $\frac{1}{4}$ mile West of the Carlisle depot. It will be permissible, if necessary, to block the road crossing immediately West of the depot, but in no case will both road crossings be blocked.
10. Diesel radiator and boiler water stations.
Sauk Center
Fergus Falls
Barnesville

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Rice Jct. and Moorhead Jct.	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

St. Joseph, No. 3 passing depot	30 MPH
Osakis, No. 7, out St. Paul Sunday night, passing depot	30 MPH
Melrose, Avon and St. Joseph, No. 8 Monday morning passing depot	30 MPH
Freight trains handling pulpwood:	
Between Barnesville and Melrose.....	35 MPH
Between Melrose and St. Cloud	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.

Barnesville, Register is for First class trains, passenger extras and for trains originating or terminating.

Sauk Centre, Register is only for Third Subdivision Mesabi Division trains.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) Dakota Division clearance received at St. Cloud will clear westward trains at Rice Jct.

(b) At Park Rapids Jct., eastward trains from Mesabi Division may proceed to Sauk Centre without clearance.

(c) At Pelican Jct., Barnesville Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wahpeton Jct. and PA Tower	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

CMS&P RR. Crossing 1.85 miles east of Lurgan	60 MPH	35 MPH
Between Home Signals of Interlocking at PA Tower....	20 MPH	

3. TRAIN REGISTER EXCEPTIONS.

PA Tower, register only for extra trains which will register by ticket.

Fargo Jct., first class trains and passenger extras register by ticket.

Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.

Moorhead, register is for Eighth Subdivision trains only which will register by ticket at depot.

Fargo-Fargo Jct., first and second class trains and passenger extras register at passenger station, other trains at yard office.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) Dakota Division clearance received at Breckenridge will clear westward trains at Wahpeton Jct.

(b) At Moorhead Jct., westward trains for which this point is initial station, may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.

(c) At Fargo Jct., Eastward trains from Minot Division will not require a clearance when train order signal indicates proceed. At Fargo—Fargo Jct., First and second class trains and Passenger extras obtain clearance at Passenger station, other trains at yard office.

(d) At PA Tower, clearance under which Nos. 9, 3, 11, 147, 149 and 151 arrive will clear Nos. 144, 142, 152, 4, 10 and 12 respectively at that point.

(e) At Fargo, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

5. Hillsboro, crossover switch on siding must be left lined for siding.

6. SPEED TEST BOARDS.

Engineers shall test speed of their train passing the following points as compared with speed table:

Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.

Westward trains, between MP 83 and MP 84 between Harwood and Argusville.

Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.

7. SPRING SWITCHES WITH FACING POINT LOCK.

Fargo Jct., west yard switch.

Gardner, east and west siding switch.

Hillsboro, east and west siding switch.

Normal position is for main track.

8. PA Tower—Crossover Switch for trains from Second to Fourth Subdivision, and connecting switches Second and Fourth Subdivisions are located as follows:

G.F. Switch.....0.26 miles West of PA Tower

D.L. Switch.....1.26 miles West of PA Tower

F.O. Switch.....1.20 miles East of PA Tower

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

PA Tower.

Switches electrically controlled by operator at PA Tower.

Moorhead Junction.....east siding switch.

Fargo.....Junction of Dakota-Surrey main tracks and Eighth Street Crossovers.

Fargo, interlocking electrically controlled by operator in depot. The "home signal limits" (Rule 605) of this interlocking extend from the westward home signal at the junction of the Dakota and Surrey main tracks, east of the depot, to the eastward home signals just west of the Eighth Street crossovers, and include hand operated switches which enter the main tracks within these limits. These hand operated switches are equipped with electric switch locks under control of the Operator.

10. FargoFirst class trains and passenger extras to and from Dakota Division will use Dakota main track from Fargo Junction to home signal limits just west of 8th Street crossovers and Minot Division first class trains and passenger extras will use Fargo-Surrey main track from Fargo Junction to home signals just west of 8th Street crossovers unless otherwise directed by a train order.

11. MANUAL INTERLOCKINGS.

N. P. Ry. crossingMoorhead Jct.

Whistle signal for routes:

Moorhead Jct., First Subdivision1 long.

Second Subdivision1 long, 1 short.

Siding3 long, 1 short.

12. AUTOMATIC INTERLOCKINGS.

CMS&P. RR. crossing1.85 miles east of Lurgan

13. Kent, when siding is occupied by a train, members of train crew must be stationed at Third Street crossing approximately 100 feet west of depot and also at State Aid road No. 7 crossing approximately 900 feet east of depot to flag highway traffic over these crossings.

At Hillsboro—movements on industry and house tracks over Fifth Street crossing will be protected by train crews.

14. Diesel radiator and boiler water stations.
Fargo

THIRD SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Grand Forks and PA Tower	50 MPH	
PA Tower and Surrey	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at PA Tower.... 20 MPH
Churchs Ferry, No. 4 Daily except Sunday,
passing depot 30 MPH

3. TRAIN REGISTER EXCEPTIONS.

PA Tower, register only for westward freight trains which will register by ticket.

Larimore, register only for trains originating and terminating at Larimore and Hannah Jct.

Lakota, register only for trains originating and terminating at Lakota and Sarles Jct.

Devils Lake, all trains register and receive clearance.

Churchs Ferry, York, Rugby, Towner, Granville, register only for trains originating and terminating.

Surrey, all trains register by ticket.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At PA Tower, clearance under which Nos. 9, 3, 11, 147, 149 and 151 arrive will clear Nos. 144, 142, 152, 4, 10 and 12 respectively at that point.

(b) At Hannah Jct., Sarles Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

(c) At Devils Lake, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

(d) Rule 83B of the Consolidated Code of Operating Rules and General Instructions does not apply at Churchs Ferry, York, Towner and Granville when the Agents are not on duty.

5. PA Tower—Crossover Switch for trains from Second to Fourth Subdivision, and connecting switches Second and Fourth Subdivisions are located as follows:
G.F. Switch0.26 miles West of PA Tower
D.L. Switch1.26 miles West of PA Tower
F.O. Switch1.20 miles East of PA Tower
6. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks, 1, 2, 3 and 4; the 5th track is known as the freight lead.
Depot Lead at west crossover just west of coach yard must be kept clear for meeting and passing of trains.
The normal position of the switch at west end of crossover just west of Signal 107.8 about 1500 feet west of Grand Forks Passenger Depot will be lined for No. 1 track at Grand Forks passenger station. Eastward First Class Trains except No. 144 and No. 10 will use No. 1 track at Grand Forks Passenger Depot. No. 144 and No. 10 will use No. 3 track.
Nos. 3, 9, 147 and 149 will make back up movement from Grand Forks passenger station through the interlocking plant PA Tower.
Back up air brake hose equipped with whistle and valve will be applied at Grand Forks passenger station and crews of these trains will see that careful movement is made while backing up. Speed must be restricted to 15 MPH.
7. University, automatic block signal 109.2 governing Eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.
8. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Westward trains, between MP 5 and MP 6 between Powell and Ojata.
between MP 94 and MP 95 between Grand Harbor and Penn.
Eastward trains, between MP 185 and MP 184 between Norwich and Granville.
between MP 79 and MP 78 between Keith and Crary.
9. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
PA Tower.
Switches electrically controlled by operator at PA Tower.
Whistle signals for routes, PA Tower:
Second Subdivision2 long, 1 short.
Fourth Subdivision1 long, 1 short.
Eleventh Subdivision1 long.
Tower Track3 long, 1 short.
Grand Forks Yard2 short, 1 long.
Surrey—Switches electrically controlled by Operator at Surrey.
10. **AUTOMATIC INTERLOCKINGS.**
MStP&SSM RR. Crossing.....2.9 mi. east of Grand Harbor.
11. No. 3 pick up mail at Towner, daily except Sunday.
12. Diesel radiator and boiler water stations.
Grand Forks
Devils Lake
Rugby

FOURTH SUBDIVISION

(Ada-Noyes Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Barnesville Jct. and M. N. Jct.	59 MPH	40 MPH
M. N. Jct. and Noyes Jct.	55 MPH	40 MPH

Noyes Jct. and Stephen	59 MPH	40 MPH
Stephen and Noyes	50 MPH	30 MPH

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at:..... 20 MPH
Glyndon.
Stephen, all trains over street crossings 15 MPH
Beltrami, No. 7 Monday passing depot 30 MPH
Crookston, all trains except first class over Roberts Street, Newton and Ingersoll Avenue Crossings 15 MPH
3. **TRAIN REGISTER EXCEPTIONS.**
Crookston, Freight trains register by ticket.
4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Barnesville Jct., M. N. Jct., Crookston Yard, Fisher Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
5. Crookston, Third Subdivision trains to and from Grand Forks use Dakota main track between Fisher Line Jct. and Grand Forks Jct.
Fifth Subdivision trains to and from Noyes use Northern main track between Noyes Jct. and Grand Forks Jct.
6. Noyes, before going to Canadian Pacific yard, call up C. P. office and obtain clearance to enter their yard. When necessary to go to the west end of C. P. yard, stop at C. P. office and get switch key which must be turned in immediately upon return from that part of the yard. Crews going from G. N. yard to C. P. yard must not attempt to enter C. P. yard until they receive hand signal from the towerman.
7. Noyes, trains and engines entering Canadian National Ry. tracks will be governed by current C. N. Ry. time-table and obtain clearance Form 728 before leaving.
8. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Westward trains, between MP 13 and MP 14 between Downer and Crawford.
Eastward trains, between MP 81 and MP 80 between Humboldt and Northcote.
9. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Barnesville Jct.
Switches are electrically controlled by operator at depot Barnesville.
Crookston Jct.
Switches are electrically controlled by operator at depot Crookston.
10. **MANUAL INTERLOCKINGS.**
N. P. Ry. crossingGlyndon
11. **AUTOMATIC INTERLOCKINGS.**
N. P. Ry. crossing1.43 miles west of Noyes Jct.
N. P. Ry. crossing4.51 miles west of Shirley
MStP&SSM. RR. crossingWarren
12. Stephen—All switch movements over 5th Street Crossing just east of depot shall be preceded onto the crossing by a trainman properly equipped with a flag by day and a light by night to warn motorists approaching the crossing.
13. No. 7 and No. 8 pick up mail at Angus daily.
No. 8 pick up cream at Stephen Sunday night.
14. Diesel radiator and boiler water stations.
Crookston
Hallock

FIFTH SUBDIVISION

(Crookston Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Grand Forks and Fisher Line Jct.	59 MPH	40 MPH

2. TRAIN REGISTER EXCEPTIONS.

Grand Forks, eastward freight trains register by ticket at passenger station.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Fisher Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

4. SPRING SWITCHES WITHOUT FACING POINT LOCK.

Grand Forks, east switch of freight lead (west end Red River Bridge).

Normal position is for main track.

SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Portland, Halstad Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Pelican Jct. and Pelican Rapids	25 MPH
Erie Jct. and Portland Jct.	20 MPH
Moorhead and M.N. Jct.	35 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Pelican Jct... 20 MPH

3. ENGINE RESTRICTIONS.

SIXTH AND SEVENTH Subdivisions GP 9, heaviest permitted.

4. TRAIN REGISTER EXCEPTIONS.

Moorhead—register is for Eighth subdivision trains only which will register by ticket at passenger station.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Pelican Jct., M.N. Jct. trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

6. AUTOMATIC INTERLOCKING.

Pelican Jct. (Fergus Falls).

NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH SUBDIVISIONS

(Aneta-Hansboro, Mayville-Hannah, Neche, Walhalla, Sarles Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Nolan and Devils Lake.....	40 MPH
Devils Lake and Hansboro.....	20 MPH

Vance and Preston	25 MPH
Preston and Portland Jct.	20 MPH
Portland Jct. and Larimore	25 MPH
Hannah Jct. and Hannah	30 MPH
P.A. Tower and Neche	35 MPH
Grafton and Walhalla	35 MPH
Sarles Jct. and water tank Edmore	35 MPH
Water tank Edmore and Sarles	20 MPH

2. SPEED RESTRICTIONS.

Between home signals of interlocking	20 MPH
Nolan.	
P.A. Tower.	
Ardoch.	
SD7 engines between Hannah Jct and Hannah also between Grafton and Walhalla	25 MPH
Trains handling loaded tank cars between Nolan and Devils Lake	35 MPH

3. ENGINE RESTRICTIONS.

Eleventh, Twelfth and Thirteenth Subdivisions	SD9 heaviest permitted
Between Devils Lake and Hansboro	SD9 heaviest permitted

4. TRAIN REGISTER EXCEPTIONS.

P.A. Tower, register only for extra trains to Eleventh subdivision which will register by ticket.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

P.A. Tower, Hannah Jct., Sarles Jct., Trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

6. MANUAL INTERLOCKINGS.

Nolan.
Ardoch.

7. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

P.A. Tower.

8. AUTOMATIC INTERLOCKINGS.

Conway.

9. Gretna, within yard limits the main track may be used keeping clear of Canadian Pacific first and second class trains and sections thereof, proceeding at restricted speed, and when going to the wye to turn will head in at first switch south of the station unless you have information on the arrival of superior trains.

FOURTEENTH, FIFTEENTH, SIXTEENTH, SEVENTEENTH, EIGHTEENTH, NINETEENTH SUBDIVISIONS

(St. John, Dunseith, Antler, Maxbass, Sherwood, Warroad Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Churchs Ferry and St. John	25 MPH
York and Dunseith	25 MPH
Rugby and Antler	30 MPH
Towner and Maxbass	25 MPH
Granville and Sherwood	25 MPH
Red Lake Falls Jct. and M.P. 60 at Greenbush	25 MPH
M.P. 60 at Greenbush and Warroad	30 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Warroad..... 20 MPH
 Wye tracks at Warroad and Thief River Falls 5 MPH

3. ENGINE RESTRICTIONS.

Fourteenth, Fifteenth, Sixteenth, Seventeenth and
 Eighteenth SubdivisionsSD 9 heaviest permitted
 Nineteenth SubdivisionGP 9 heaviest permitted

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) Rule 83B of the Consolidated Code of Operating Rules and General Instructions does not apply at Churchs Ferry, York, Towner and Granville when the Agents are not on duty.

(b) No. 348 will not require a clearance at Antler when the Agent is not on duty.

5. SEMI-AUTOMATIC INTERLOCKING.

C. N. Ry. crossing0.6 miles east of Warroad
 Great Northern train or engine movements over the crossing will be governed by manually operated gates together with interlocking dwarf signal indications. Routes over the crossing will be set manually after obtaining release of electric lock holding gates in STOP position. See instructions posted in box locked with switch lock.

WATCH INSPECTORS

Weber Jewelry & Music Co.St. Cloud, Minn.
 G. H. VandesteegSank Centre, Minn.
 E. J. RovangFergus Falls, Minn.
 O. P. MorkBarnesville, Minn.
 Bratrud Jewelry StoreCrookston, Minn.
 Munn's JewelryCrookston, Minn.
 R. H. Willey Jewelry Co.Grand Forks, N. D.
 Earl PerrinLarimore, N. D.
 Forte JewelersLakota, N. D.
 George VangDevils Lake, N. D.
 Lien's JewelryRugby, N. D.
 White Rose StoreSherwood, N. D.

Business Tracks not Shown as Stations on Time Table.**SPEED TABLE**

Time	Per Mile	Miles	Time	Per Mile	Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
	46	78.8	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Chem-Gro Spur	45 feet east of yard limit board east of Fergus Falls..	6	West End
Fargo-Moorhead Asphalt Co.	0.8 mile east of Moorhead Jct.	10	West End
Second Subdivision			
Alton	2.33 miles west of Kelso	23	Both Ends
Taft	3.68 miles west of Hillsboro	23	Both Ends
Flaat	2.96 miles west of Merrifield..	15	Both Ends
Third Subdivision			
Emerado Air Base Spur..	½ mile west of Emerado Depot	278	East End
Fourth Subdivision			
Roan	5.03 miles west of Angus	66	Both Ends
Luna	4.16 miles west of Warren	19	Both Ends
Hill Siding	0.58 miles west of Northcote..	16	Both Ends
Eighth Subdivision			
Bingham	2.80 miles west of Moorhead ..	634	Both Ends
Wilds	2.05 miles west of Girard	232	East End
Tenth Subdivision			
Edison	2.99 miles west of Hannah Jct.	9	East End
Eleventh Subdivision			
Calspur	1.12 miles west of PA Tower..	41	East End
Nineteenth Subdivision			
Lyell Spur	3.61 miles east of Warroad	10	East End

AGENT

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