



COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, 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. 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. V. G. Borland	Fargo, N. D.
Dr. G. Howard Hall	Fargo, N. D.
Dr. Matt J. Ehlen	Fargo, N. D.
Dr. Norman H. Baker	Fergus Falls, Minn.
Dr. C. J. Glaspel	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. Harold Tarpley	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. J. M. Muus	McVile, N. D.
Dr. R. C. Little	Mayville, N. D.
*Dr. L. H. Kermott	Minot, N. D.
Dr. John F. Zachman	Melrose, Minn.
Dr. Robert H. Delano	Northwood, N. D.
Dr. Henry A. Korda	Pelican Rapids, Minn.
Dr. J. L. Delmore, Jr.	Roseau, Minn.
*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. 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. Richard C. Horn	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, Asst. Superintendent.
 W. L. Dorcy, Trainmaster.
 D. H. Burn, Trainmaster.
 F. E. Plante, Asst. Trainmaster.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 125

EFFECTIVE 12:01 A. M.
CENTRAL STANDARD TIME

Tuesday, September 4, 1962

P. F. CRUIKSHANK, Superintendent.
R. N. WHITMAN, General Manager.
H. J. SURLS,
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS					Distance from Rice Jct.	Time Table No. 125 Effective September 4, 1962		Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS				
	Sidings	Other Tracks	7	11	27	3	31		STATIONS	8				32	28	4	14	
			Daily	Daily	Daily	Daily	Daily											Daily
TRAINS BETWEEN RICE JCT. AND ST. CLOUD ARE GOVERNED BY WILLMAR DIVISION TIME TABLE.																		
82	53		L 10.57Pm	L 7.12Pm		L 9.10Am		6.17	RICE JCT.	241.97	IJPX	A 5.32Am		A 1.42Pm	A 6.34Pm			
90	136	24	11.03	7.20		9.15		14.34	ST. JOSEPH	235.80	DP	5.22		1.33	6.27			
96	53		11.12	7.28		9.22		20.38	AVON	227.63	DP	5.11		1.25	6.19			
102	125	45	11.18	7.34		9.27		26.66	ALBANY	221.59	DP	5.04		1.19	6.13			
108	81	82	11.23	7.40		9.32		32.62	FREPORT	215.31	DP	4.56		1.13	6.07			
117	85	119	s 11.28	7.46		9.37		40.92	MELROSE	209.35	DP	4.49		1.07	6.01			
124	129	27	s 11.45	s 7.55		s 9.47		48.70	SAUK CENTRE	201.05	JDNXP	s 4.39		s 12.59	s 5.53			
			11.54	8.05		9.55			WEST UNION	193.27	DP	4.25		12.47	5.41			
130	56		11.59	8.10		10.00		54.50	OSAKIS	187.47	DP	4.20		12.42	5.35			
136	125	31	12.04Am	8.17		10.07		60.17	NELSON	181.80	P	4.15		12.37	5.29			
141	81	119	s 12.10	s 8.24		s 10.12		65.77	ALEXANDRIA	176.20	DNP	s 4.06		s 12.29	s 5.20			
148	128	23	12.25	8.36		10.21		72.33	GARFIELD	169.64	DP	3.50		12.18	5.09			
154	69	42	12.30	8.41		10.26		78.08	BRANDON	163.89	DP	3.45		12.13	5.03			
159	114	41	12.35	8.46		10.31		83.21	EVANSVILLE	158.76	DP	3.40		12.08Pm	4.58			
168	110	29	12.44	8.56		10.39		92.12	ASHBY	149.85	DP	3.31		11.59	4.50			
174	69	32	12.51	9.04		10.46		99.82	DALTON	142.15	DP	3.23		11.50	4.42			
187	62	240	s 1.03	s 9.16		s 10.58		110.93	FERGUS FALLS	131.04	JPDNXXI	s 3.09		s 11.36	s 4.29			
195	125	26	1.20	9.28		11.10		119.21	CARLISLE	122.76	DP	2.53		11.24	4.17			
204	125	31	1.27	9.36		11.17		127.82	ROTHSAY	114.15	DP	2.45		11.17	4.09			
210	22		1.33	9.42		11.23		134.60	LAWDALE	107.37	DP	2.39		11.07	4.02			
217	132	414	s 1.44	s 9.52		s 11.32		141.81	BARNESVILLE	100.16	BDN RXYP	s 2.30		s 10.58	s 3.53			
226	33		1.46	9.54		11.34		142.85	BARNESVILLE JCT.	99.12	IJPX	2.21		10.54	3.49			
232	125	32	1.54	10.02		11.41		149.80	BAKER	92.17	DP	2.14		10.47	3.42			
			2.02	10.10		11.49		156.36	SABIN	85.61	DP	2.02		10.39	3.34			
			2.10	10.20	L 1.51Pm	11.59	L 2.45Am	164.34	MOORHEAD JCT.	77.63	DNIJRXYP	1.50	A 1.20Am	10.30	3.25			
241	55	263	s 2.12	s 10.23	s 1.53	s 12.01Pm	2.47	165.20	MOORHEAD	76.77	DNPXR	s 1.48	1.18	s 10.28	s 3.23			
242	Yard	1800	A 2.15	A 10.26Pm	A 1.55	A 12.05	A 2.50	166.25	FARGO	75.72	XBDN IKR BJKOR XYZVP	L 1.45	L 1.15	L 10.25	L 3.20			
242			2.25	10.26Pm	L 2.10	L 12.10	L 3.01	167.27	FARGO JCT.	74.70		A 1.35	A 1.05	A 10.15	A 3.10			
250	125	40	2.28		A 2.13Pm	12.12	A 3.04Am	174.73	HARWOOD	67.24	DP	1.32	L 12.58Am	L 10.12Am	3.07			
256	50	34	2.35			12.18		180.32	ARGUSVILLE	61.65	DP	1.25			3.00			
263	108	50	2.42			12.23		187.16	GARDNER	54.81	DP	1.19			2.55			
269	125	79	2.49			12.29		193.45	GRANDIN	48.52	DP	1.13			2.49			
281	214	162	f 3.07			s 12.45		205.27	HILLSBORO	36.70	DP	f 12.56			s 2.34			
289	78	36	3.14			12.52		213.12	CUMMINGS	28.85	DP	12.47			2.26			
295	125	49	3.20			12.57		219.17	BUXTON	22.80	DP	12.42			2.21			
300	77	56	3.24			1.01		224.07	REYNOLDS	17.90	DP	12.38			2.17			
307	110	77	3.30			1.07		231.24	THOMPSON	10.73	DP	12.32			2.11			
317			A 3.42Am			A 1.16Pm		241.97	PA TOWER		RDNIJ XYP	L 12.22Am			L 2.01Pm			
			4.45	3.14	.22	4.06	.19		Time Over Subdivision Average Speed Per Hour			5.10	.22	3.30	4.33	.05		
			50.9	51.4	8.0	59.0	9.3					46.8	8.0	47.8	53.2	35.2		

CONDITIONAL STOPS

No. 3 stops at any station between Fargo and Grand Forks to pick up revenue passengers for points west of Minot where No. 27 is scheduled to stop.

Westward trains are superior to eastward trains of the same class except No. 32 and No. 28 are superior to No. 31 and No. 27 from Fargo Jct. to home signal limits of interlocking just west of 8th St. crossover Fargo.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Noyes Jct.	Time Table No. 125			Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	(8)	(4)	3		Effective September 4, 1962						(7)	4	(3)	
			157	147			STATIONS						158		142	
		Daily	Daily	Daily				Daily	Daily	Daily						
.....		62	L 11.21Pm	.....	.....	.....	NOYES JCT.....	.....	112.65	JXYP	A 4.35Am	.....	.....	
M 2			s 11.26	.....	.....	45	NORTH CROOKSTON.....	.....	112.20	PR	s 4.34	.....	.....	
M10	111	51	11.38	.....	.....	9.57	9.12 FISHER.....	FH	103.08	DP	4.19	.....	.....	
M24	Yard	694	11.55	.....	.....	23.14	13.57 EAST GRAND FORKS.....	EA	89.51	DPX	4.04	.....	.....	
320	Yard	3620	A 11.59Pm	L 12.17Am	L 1.42-4	23.93	0.79 GRAND FORKS...★	GF	88.72	BDNKVP	L 4.00	.....	.....	
317			L 1.45Pm	L 1.33Pm	.....	26.51	2.58 PA TOWER.....	PA	86.14	ORXX	A 3.47	A 3-147 1.33Pm	A 3 1.20Pm		
335	154	40	A 12.22Am	A 1.59Pm	1.47	26.51	13.12 EMERADO.....	PA	86.14	PRDNIJXY	L 3.42Am	1.28	L 1.16Pm			
341		32	.....	.....	2.01	39.63	6.03 ARVILLA.....	DO	73.02	DP	.....	1.14	.....		
347	171	243	.....	.....	2.08	45.66	6.03 ARVILLA.....	RF	66.99	DP	.....	1.07	.....		
.....			.....	.....	2.16	51.69	6.03 LARIMORE...★	KI	60.96	BDNJK	.....	1.00	.....		
.....			.....	.....	.....	53.94	2.25 HANNAH JCT.....	.....	58.71	JPX	.....	.....	.....
361	100	36	.....	.....	2.30	65.59	11.65 NIAGARA.....	NA	47.06	DP	.....	12.44	.....		
367	71	27	.....	.....	2.35	71.80	6.30 PETERSBURG.....	BE	40.76	DP	.....	12.38	.....		
373	100	32	.....	.....	2.42	77.65	5.76 MICHIGAN.....	HI	35.00	DP	.....	f 12.32	.....		
378	72	37	.....	.....	2.47	82.34	4.69 MAPES.....	MA	30.31	DP	.....	12.26	.....		
383	71	200	.....	.....	2.55	88.05	5.71 LAKOTA...★	B	24.60	JDNPRXY	.....	s 12.20	.....		
387	70	16	.....	.....	3.00	92.12	4.07 BARTLETT.....	.....	20.53	P	.....	12.11	.....		
393	72	29	.....	.....	3.05	97.02	4.90 DOYON.....	DY	15.63	DP	.....	12.06	.....		
397	74	34	.....	.....	3.10	101.83	4.81 CRARY.....	CY	10.82	DP	.....	12.01Pm	.....		
403	70	21	.....	.....	3.16	107.44	5.61 KEITH.....	.....	5.21	P	.....	11.55	.....		
408	Yard	679	.....	.....	3.23Pm	112.65	5.21 DEVILS LAKE...★	WS	.....	BDNJKO	.....	L 11.47Am	.....		
.....					
.....			1.01	.14	1.50	.....	Time Over Subdivision	.....	.....	.....	.53	1.46	.04
.....			26.1	11.1	48.4	.....	Average Speed Per Hour	.....	.....	.....	30.0	50.2	38.7

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		FIRST CLASS 7 Daily	Distance from Barnesville Jct.	Time Table No. 125 Effective September 4, 1962 STATIONS		Telegraph Calls	SIGNS	FIRST CLASS 8 Daily
	Sidings	Other Tracks							
A225	92			6.76	BARNESVILLE JCT.		IJPX		
					6.76 DOWNER	DO	DP		
A235	41	31		16.43	9.87 GLYNDON	ND	DNIPV		
A242		38		23.11	6.68 AVERILL	A	DP		
A250		34		30.95	7.84 FELTON	FN	DP		
A255		43		38.05	7.10 BORUP	BO	DP		
A265	48	167		46.28	8.23 ADA	J	DP		
A275		37		56.13	9.85 LOCKHART	K	DP		
A282		52		63.30	7.17 BELTRAMI	DA	DP		
				78.53	15.23 M. N. JCT.		JX		
				79.19	1.17 CROOKSTON JCT.		IJPX		
				80.32	1.13 GRAND FORKS JCT.		JX		
A299				80.49	0.17 CROOKSTON ★	C	BDNK OPRXZ JXY		
				82.06	1.57 FISHER LINE JCT.				
		62	L	4.35Am	.06 NOYES JCT.		JPXY	A	11.21Pm
A313		34	f	4.50	12.25 EUCLID	CD	DP	f	11.05
A321		50	f	5.00	8.14 ANGUS	GU	DP	f	10.55
A329	50	90	s	5.17	8.48 WARREN ★	W	DNIP	s	10.44
A339		125	s	5.31	9.81 ARGYLE	AG	DP	s	10.31
A348		189	s	5.46	8.45 STEPHEN	NE	DNP	s	10.20
A356		47	f	5.59	8.53 DONALDSON	AN	DP	f	10.06
A361		85	s	6.09	4.81 KENNEDY	KY	DP	s	10.00
A370	56	49	s	6.25	9.27 HALLOCK ★	KA	DP	s	9.49
A376		40		6.35	5.55 NORTHCOTE	NC	DP		9.39
A383		34	f	6.45	6.66 HUMBOLDT	HU	DP	f	9.32
A390		24		6.55	6.18 ST. VINCENT	SY	DPXY		9.24
A391	Yard	78	A	7.00Am	1.87 NOYES	NY	BDNJK OPRXV	L	9.20Pm
				2.25	Time Over Subdivision				2.01
				37.3	Average Speed Per Hour				44.6

EIGHTH SUBDIVISION 5
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Time Table No. 125 Effective September 4, 1962 STATIONS	Telegraph Calls	Distance from Crookston Yard	SIGNS
N101	15	12.29 SALOL	SA	120.10	D
N 92	98	9.10 ROSEAU	RU	111.00	D
N 79	51	13.00 BADGER	BA	98.00	D
N 70	65	9.48 GREENBUSH	GB	88.52	D
N 51	46	18.67 MIDDLE RIVER	MD	69.85	D
	9	19.20 SOO LINE CROSSING		50.65	UX
N 31	119	3.11 THIEF RIVER FALLS	VR	47.54	DXVY
N 23	20	7.20 ST. HILAIRE	JO	40.34	D
N 13	83	10.25 RED LAKE FALLS	FA	30.09	D
		2.10 RED LAKE FALLS JCT.		27.99	JR

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

Station Numbers	Capacity of Tracks	Time Table No. 125 Effective September 4, 1962 STATIONS	Telegraph Calls	Distance from Crookston Yard	SIGNS
Y 17		10.90 TILDEN JCT.		17.09	JPRV
Y 12	99	4.64 BENOIT		12.45	P
A298	359	12.45 CROOKSTON YARD			BOPXY
		Time Over Subdivision			
		Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class on the Seventh and Eighth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

NINTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Car Capacity		Distance from Vance	Time Table No. 125 Effective September 4, 1962	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks					
FS23					VANCE		JPYR
R70	46		4.95	4.95	ARTHUR	AU	DP
R76	34		10.98	10.98	HUNTER	UN	DP
R87	42		21.66	21.66	BLANCHARD	CD	DP
R99	184		33.58	33.58	MAYVILLE	MV	DP
R103	19		38.52	38.52	PORTLAND JCT.		JPY
S47	64		42.77	42.77	PORTLAND	RA	DP
R103	19				PORTLAND JCT.		JPY
R110	184		45.02	45.02	HATTON	HT	DP
R118	179		53.51	53.51	NORTHWOOD	ND	DP
R125	44		59.78	59.78	KEMPTON	MT	DP
347	243		66.09	66.09	LARIMORE ★	KI	BDNJK PRXY

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

R-139	29		68.34	68.34	HANNAH JCT.		JPX
R-146	29		74.29	74.29	McCANNA	MC	D
R-150	50		80.86	80.86	ORR	OR	D
R-161	44		85.09	85.09	INKSTER	NS	D
R-168	50	184	96.62	96.62	PISEK	P	D
R-177	98		102.78	102.78	PARK RIVER	K	DY
R-189	41		112.08	112.08	EDINBURG	BU	D
R-195	54		124.65	124.65	MILTON	MN	D
R-207	37	89	130.43	130.43	OSNABROCK	NB	D
R-214	35		142.14	142.14	LANGDON	DN	D
R-221	42		149.17	149.17	DRESDEN		D
R-228	26		156.52	156.52	WALES		D
			163.23	163.23	HANNAH		BDY

TWELFTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Capacity of Tracks	Distance from Lakota	Time Table No. 125 Effective September 4, 1962	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
		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	DY

TENTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Capacity of Tracks	Distance from Erie Jct.	Time Table No. 125 Effective September 4, 1962	STATIONS	Telegraph Calls	SIGNS
S15				ERIE JCT.		JPR
S20	27	1.63	1.63	ERIE		D
S31	35	12.37	12.37	GALESBURG		D
S36	29	17.79	17.79	CLIFFORD		D

ELEVENTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Car Capacity		Distance from Nolan	Time Table No. 125 Effective September 4, 1962	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks						
								312
								Daily Ex. Sun.
FS41			L 5.15pm		NOLAN ★	W	DNIJPR	A 4.08pm
T 16	84		s 5.35	1.53	PAGE	GE	DPX	s 4.03
T 23	34		s 5.55	8.65	COLGATE	CG	DP	s 3.40
T 29	60		s 6.15	14.92	HOPE	HO	DP	s 3.20
T 36	37		s 6.30	21.26	BLABON	BN	DP	s 2.55
T 44	45		s 6.55	29.25	FINLEY	FN	DP	s 2.30
T 50	38		s 7.15	35.75	SHARON	QN	DP	s 2.00
T 57	47		s 7.35	42.81	ANETA	NE	DP	s 1.40
T 62	30		s 7.50	47.79	KLOTEN	KN	DP	s 1.25
T 68	45		s 8.05	53.72	McVILLE	VI	DP	s 1.10
T 75	39		s 8.20	61.05	PEKIN	K	DP	s 12.45
T 81	40		s 8.35	66.81	TOLNA	N	DP	s 12.25pm
T 88	31		s 8.50	73.17	HAMAR	HM	DP	s 11.56
T 94	51		s 9.05	79.56	WARWICK	WA	DP	s 11.43
T101	44		s 9.25	86.84	TOKIO	KY	DP	s 11.28
T110	34		s 9.45	96.08	FORT TOTEN	NR	DP	s 11.10
408	681		A 10.00pm	101.38	DEVILS LAKE ★ Soo Line Crossing	WS	BDNJK OPRVX YZU	L 11.00Am
FG12	69			113.48	WEBSTER	RS	D	
FG24	84			125.39	STARKWEATHER	KT	D	
FG40	32			141.02	OLMSTEAD Soo Line Crossing	OM	DU	
FG53	39			154.55	ROCK LAKE	RA	D	
FG66	48			167.32	HANSBORO	HN	DY	

Westward trains are superior to eastward trains of the same class on the Ninth, Tenth, Eleventh and Twelfth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

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, First 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 freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following road switchers are equipped with alignment control couplers: 200 through 218; 220 through 230; 550 through 599 (lock blocks); 600 through 699; 700 through 734; 900 through 915; 2000 through 2035.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH.....	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH.....	All other diesel engine units.

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. Brakeman 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. Due to limited overhead clearance at tunnels and structures, employees 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.

6. Placarded loaded tank cars handled in through freight or mixed trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Flammable", "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, Flammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 727 and 811.

7. 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.

8. 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.
9. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employes to the extent that a watch certificate form is no longer required. Watches of employes will be inspected by Division Officers, Rules Examiners and other designated officers.
Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.
Approved Type wrist watches are: Elgin, B. W. Raymond model, 13/0 size, 23 jewels.
10. **REGARDING CONSOLIDATED CODE RULE 103.**
In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—In the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.

FIRST SUBDIVISION

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Rice Jct. and P.A. Tower	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Osakis, No. 7, out St. Paul Sunday night, passing depot	30 MPH
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3. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.
Barnesville, register is for trains originating or terminating.
Fargo—Register is for First and Second class trains, mixed trains and passenger extras.
Fargo Jct.—Register is only for freight trains.
PA Tower, register only for extra trains which will register by ticket.

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

- (a) Dakota Division clearance received at St. Cloud will clear westward trains at Rice Jct.
- (b) Engineers on incoming First Class Trains and Psgr. Extra's at Barnesville must deliver their train orders and clearances that are still in effect to the engineer that relieves them.
- (c) Fargo—All trains must obtain Clearance Form A and train orders at passenger station. Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station. Fargo Jct.—Eastward trains from Minot Division may proceed on authority of Clearance Form A under which such train arrives.
- (d) P.A. Tower—Trains for which this is the initial station may proceed on the authority of clearance they arrive with.
- (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. 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 Collegette.
Eastward trains, between MP 12 and MP 11 between Baker

and Sabin, and between MP 214 and MP 213 between Lawndale and Barnesville.

Westward trains, between MP 33 and MP 34 between Harwood and Argusville.

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

6. 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.

7. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Rice Jct.
Barnesville Jct.
P. A. Tower
Fargo
Moorhead Jct.

The home signal limits of Fargo interlocking extend from the westward home signal at the junction of Surrey and Dakota main tracks east of depot, to the eastward home signal just west of 8th St. crossovers. The hand-throw electric locked switches in this area are under control of the Fargo operator.

8. MANUAL INTERLOCKINGS.

N. P. Ry. crossing Moorhead Jct.
Whistle signal for routes:
Moorhead Jct., First Subdivision 1 long.
Fourth Subdivision 1 long, 1 short.
Siding 3 long, 1 short.

9. AUTOMATIC INTERLOCKINGS.

N. P. Ry. crossing 0.8 miles west of Sauk Centre
N. P. Ry. crossing 0.6 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.

10. 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. Do not want any crossings blocked at Fergus Falls.
11. Diesel radiator and boiler water stations.
Sauk Centre
Barnesville
Fargo
12. All concerned should be alert to see loads of pulpwood are watched carefully to be sure there is no disarrangement of the load.
13. Fargo—Between 8th St. crossovers and Fargo Jct., unless otherwise instructed, Dakota division trains will use Dakota main track, Minot division trains will use Surrey main track.
14. At Hillsboro—movements on industry and house tracks over Fifth Street crossing will be protected by train crews.
15. Hillsboro, crossover switch on siding must be left lined for siding.

SECOND SUBDIVISION

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Grand Forks and Noyes Jct.	59 MPH	40 MPH
Grand Forks and PA Tower	50 MPH	
PA Tower and Devils Lake	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at PA Tower.... 20 MPH
Larimore, Engines must not exceed 5 MPH over Tower Avenue crossing when moving on siding.

3. TRAIN REGISTER EXCEPTIONS.

North Crookston, register is only for trains 157 and 158.
Grand Forks, eastward freight trains register by ticket at passenger station.
PA Tower, register only for westward extra trains which will register by ticket.

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

At Noyes Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7. Nos. 157 and 158 must obtain Clearance Form A at Grand Forks.

At PA Tower, clearance under which Nos. 3, 7, 147, and 157 arrive will clear Nos. 142, 158, 4, and 8 respectively at that point.

5. PA Tower—Crossover Switch for trains from First to Second Subdivision, and connecting switches First and Second 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. SPRING SWITCHES WITHOUT FACING POINT LOCK.

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

Normal position is for main track.

7. 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 will use No. 1 track at Grand Forks Passenger Depot.

No. 3 and No. 147 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.

8. 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.

9. 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 Emerado.
Eastward trains, between MP 79 and MP 78 between Keith and Crary.

10. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

PA Tower.
Switches electrically controlled by operator at PA Tower.

Whistle signals for routes, PA Tower:
First Subdivision2 long, 1 short.
Second Subdivision1 long, 1 short.
Fifth Subdivision1 long.
Tower Track3 long, 1 short.
Grand Forks Yard2 short, 1 long.

11. Diesel radiator and boiler water stations.

Grand Forks Devils Lake.

12. West switch on west leg of wye, Noyes Jct., on the Seventh Subdivision, is lined for Second Subdivision.

Trains leaving Crookston for Noyes, and trains leaving Noyes for Crookston must stop at Noyes Jct. to line this switch and line it back for Second Subdivision.

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH AND EIGHTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Pelican Jct. and Pelican Rapids		20 MPH
Moorhead and M.N. Jct.		35 MPH
P.A. Tower and Neche		40 MPH
Grafton and Walhalla		35 MPH
Barnesville Jct. and M. N. Jct.	59 MPH	49 MPH
M. N. Jct. and Noyes Jct.	55 MPH	40 MPH
Noyes Jct. and MP 55 near Donaldson	59 MPH	50 MPH
MP 55 near Donaldson and Noyes	50 MPH	40 MPH
Crookston Yard and Tilden Jct.		45 MPH
Red Lake Falls Jct. and Warroad		30 MPH

2. SPEED RESTRICTIONS.

SD-7 engines between Grafton and Walhalla	25 MPH
Between Home Signals of Interlocking at:	20 MPH
Glyndon, Warroad, Crookston Yard, P.A. Tower	
Stephen, all trains over street crossings	15 MPH
Crookston, all trains except first class over Roberts Street, Newton and Ingersoll Avenue Crossings.....	15 MPH
Wye tracks at Warroad and Thief River Falls	5 MPH

3. ENGINE RESTRICTIONS.

Fifth and Sixth Subdivisions, engines in the series 550 thru 599 must not go in on Koehmstedt Spur Minto, M.R.T.J. Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.

4. TRAIN REGISTER EXCEPTIONS.

Crookston, freight trains register by ticket.
Grand Forks, eastward freight trains register by ticket at passenger station.
Tilden Jct. trains will register only when directed by train order to do so.

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

At Noyes Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7.
Rule 83(B) does not apply at Tilden Jct.

6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Third Subdivision between East Northern Pacific Railway Jct. and Pelican Rapids also on Eighth Subdivision between Thief River Falls and Warroad. If it becomes necessary to operate a following train when there is still a train on these subdivisions, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

7. 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.

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 Glyndon.

Eastward trains, between MP 81 and MP 80 between
Humboldt and Northcote.

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Barnesville Jct.

Crookston Jct.

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

N. P. Ry. crossing2.37 miles east of Crookston Yard

12. SEMI-AUTOMATIC INTERLOCKING.

C. N. Ry. crossing0.6 miles west 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.

13. 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.**14. No. 8 pick up cream at Stephen Sunday night.****15. Diesel radiator and boiler water stations.**

Crookston

Hallock

16. West switch on west leg of wye, Noyes Jct., on the Seventh Subdivision, is lined for Second Subdivision.

Trains leaving Crookston for Noyes, and trains leaving Noyes for Crookston must stop at Noyes Jct. to line this switch and line it back for Second Subdivision.

17. 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.**NINTH, TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS****1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Vance and Larimore	25 MPH
Hannah Jct. and Hannah	30 MPH
Erie Jct. and Clifford	20 MPH
Nolan and Devils Lake	35 MPH
Devils Lake and Hansboro	20 MPH
Sarles Jct. and Sarles	35 MPH

2. SPEED RESTRICTIONS.

Trains handling loaded tank cars between Nolan and Devils Lake	35 MPH
Between Home Signals of Interlocking at Nolan	20 MPH

3. ENGINE RESTRICTIONS.

Eleventh Subdivision—Engines series 550 to 599 restricted to 20 MPH. Ninth Subdivision—Engines series 550 to 599 restricted to	25 MPH
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4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Ninth Subdivision between Vance and Larimore, Tenth Subdivision between Erie Jct. and Clifford, Eleventh Subdivision between Nolan and Hansboro, Twelfth Subdivision between Sarles Jct. and Sarles. If it becomes necessary to operate a following train when there is still a train on these Subdivisions, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.**5. MANUAL INTERLOCKINGS.**

Nolan.

6. AUTOMATIC INTERLOCKING.

Conway6.55 miles west of Inkster.

SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
	46	78.3	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

Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Waldorf Paper Co. Spur	1 mile west of Rice Jct.....	19	West End
Collegeville	2.77 miles west of St. Joseph..	6	West End
Melby	4.72 miles west of Evansville..	11	East End
Chem-Gro Spur	0.70 mile east of the east siding switch Fergus Falls..	6	West End
Pyrofax Spur	1.3 miles east of east siding switch Fergus Falls	8	East End
Fargo-Moorhead Asphalt Co.	0.8 mile east of Moorhead Jct.	10	West End
Kelso	6.10 miles west of Grandin....	32	Both Ends
Alton	2.38 miles west of Kelso	23	Both Ends
Taft	3.68 miles west of Hillsboro ..	23	Both Ends
Merrifield	4.92 miles west of Thompson..	37	Both Ends
Flaat	2.96 miles west of Merrifield..	15	Both Ends
Second Subdivision			
Mallory	6.14 miles east of East Grand Forks	18	East End
Powell	4.13 miles west of PA Tower..	17	Both Ends
Emerado Air Base Spur..	½ mile west of Emerado Depot	278	East End
Third Subdivision			
Erhard	5.99 miles east of Pelican Rapids	25	Both Ends
Elizabeth	7.88 miles west of east N. P. Ry. Jct.	5	West End
Fourth Subdivision			
Bingham	2.80 miles west of Moorhead..	634	Both Ends
Girard	5.91 miles west of Eldred....	15	Both Ends
Wilds	2.05 miles west of Girard	232	East End
Fifth Subdivision			
Herriott	4.58 miles west of Minto.....	40	Both Ends
Sixth Subdivision			
Leyden	5.44 miles west of Backoo....	35	Both Ends
Seventh Subdivision			
Hadler	5.02 miles west of Ada	31	Both Ends
Greenview	5.97 miles west of Beltrami..	24	Both Ends
Shirley	4.99 miles west of Noyes Jct.	6	East End
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			
Benoit Pit	3.61 miles west of Benoit.....	157	West End
Burwell	7.06 miles west of Benoit.....	38	Both Ends
Holt	9.96 mi. west of Middle River	35	Both Ends
Strathcona	10.26 miles west of Greenbush	23	Both Ends
Fox	6.17 miles west of Roseau.....	16	Both Ends
Lyell Spur	3.80 miles west of Warroad....	10	West End
Ninth Subdivision			
Greenfield	5.77 miles west of Hunter....	30	Both Ends
Preston	8.51 miles west of Hunter....	23	Both Ends
Murray	6.35 miles west of Blanchard	24	Both Ends
Edison	2.99 miles west of Hannah Jct.	9	East End
Conway	6.55 miles west of Inkster....	26	Both Ends
Kerry	5.43 miles west of Park River	25	Both Ends
Union	6.28 miles west of Edinburg..	30	Both Ends
Easby	5.53 miles west of Osabrock	30	Both Ends
Eleventh Subdivision			
Pickert	2.96 miles west of Blabon.....	23	Both Ends
Sweetwater	7.52 miles west of Devils Lake	24	Both Ends
Garske	5.30 miles west of Webster....	21	Both Ends
St. Joe	4.88 miles west of Starkweather	11	Both Ends
Crocus	6.67 miles west of Olmstead..	26	Both Ends
Twelfth Subdivision			
Weaver	4.80 miles west of Hampden..	16	Both Ends

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