

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. 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. 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. |
| Robert W. McLean | Hillsboro, N. D. |
| N. J. Kaluzniak | Langdon, N. D. |
| Dr. C. O. Haugen | Larimore, N. D. |
| Dr. A. B. Lund | Leeds, N. D. |
| Dr. J. M. Muus | McVie, N. D. |
| Dr. R. C. Little | Mayville, N. D. |
| *Dr. L. H. Kermott | Minot, N. D. |
| Dr. A. H. Zachman | Melrose, Minn. |
| Dr. E. W. Humphrey | Moorhead, Minn. |
| Dr. M. T. Savre | Northwood, N. D. |
| 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. |
| 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, Asst. Superintendent
 W. L. Dorcy, Trainmaster.
 R. L. Aase, Trainmaster.
 D. H. Burn, Ass't. Trainmaster.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 118

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, April 30, 1961

P. F. CRUIKSHANK, Superintendent.
 R. N. WHITMAN, General Manager.
 A. W. CAMPBELL,
 General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | | Distance from Rice Jct. | Time Table No. 118 Effective April 30, 1961 STATIONS | Telegraph Code | SIGNS | FIRST CLASS | | | | SECOND CLASS | | | |
|-----------------|--------------|---------------|--------------|-------|-------------|----|---|-------------------------|--|----------------|-------|-------------|-------|-------|-------|--------------|----|---|-----|
| | Storage | Other Tractor | 345 | Daily | 7 | 11 | 3 | | | | | Daily | Daily | Daily | Daily | 8 | 12 | 4 | 346 |
| | | | | | | | | | | | | | | | | | | | |

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

| Station Numbers | Storage | Other Tractor | SECOND CLASS | FIRST CLASS | FIRST CLASS | FIRST CLASS | Distance from Rice Jct. | Time Table No. 118 Effective April 30, 1961 STATIONS | Telegraph Code | SIGNS | FIRST CLASS | FIRST CLASS | FIRST CLASS | SECOND CLASS |
|-----------------|---------|---------------|--------------|--------------|--------------|--------------|-------------------------|--|----------------|-------|--------------|--------------|--------------|--------------|
| | | | 345 | 7 | 11 | 3 | | | | | 8 | 12 | 4 | 346 |
| | | | Daily | Daily | Daily | Daily | | | | | Daily | Daily | Daily | Daily |
| 82 | 53 | | | L 10.57Pm | L 7.12Pm | L 9.55Am | 6.17 | RICE JCT. | UPX | A | 5.32Am | A 11.20Am | A 6.24Pm | ..... |
| 90 | 136 | 24 | | 11.03 | 7.20 | 10.00 | 14.34 | ST. JOSEPH. | JO DP | | 5.22 | 11.10 | 6.17 | ..... |
| 96 | 53 | | | 11.12 | 7.28 | 10.07 | | AVON. | VN DP | | 5.11 | 11.02 | 6.07 | ..... |
| 102 | 125 | 45 | | 11.18 | 7.34 | 10.12 | 20.38 | ALBANY. | BY DP | | 5.04 | 10.56 | 6.01 | ..... |
| 108 | 81 | 82 | | 11.23 | 7.40 | 10.17 | 26.66 | FREEPORT. | FR DP | | 4.56 | 10.50 | 5.55 | ..... |
| 117 | 85 | 119 | | 11.28 | 7.46 | 10.22 | 32.62 | MELROSE. | SU DP | | 4.49 | 10.44 | 5.49 | ..... |
| | | | | s 11.45 | s 7.55 | s 10.32 | 40.92 | SAUK CENTRE. ★ | AU IBDNRXP | s | 4.38 | s 10.32 | s 5.40 | ..... |
| | | | | | | | 41.06 | PARK RAPIDS JCT. | JPX |  |  |  |  | ..... |
| 124 | 129 | 27 | | 11.54 | 8.05 | 10.40 | 48.70 | WEST UNION. | WU DP | | 4.24 | 10.20 | 5.30 | ..... |
| 130 | 69 | 80 | | 11.59 | 8.10 | 10.45 | 54.50 | OSAKIS. | KS DP | | 4.19 | 10.14 | 5.25 | ..... |
| 136 | 125 | 31 | | 12.04Am | 8.17 | 10.50 | 60.17 | NELSON. | N DP | | 4.14 | 10.07 | 5.20 | ..... |
| 141 | 83 | 135 | | s 12.10 | s 8.24 | s 10.55 | 65.77 | ALEXANDRIA. ★ | RA DNP | s | 4.04 | s 9.59 | s 5.12 | ..... |
| 148 | 128 | 23 | | 12.25 | 8.36 | 11.06 | 72.33 | GARFIELD. | G DP | | 3.48 | 9.49 | 5.02 | ..... |
| 154 | 69 | 42 | | 12.30 | 8.41 | 11.11 | 78.08 | BRANDON. | BN DP | | 3.43 | 9.44 | 4.57 | ..... |
| 159 | 114 | 41 | | 12.35 | 8.46 | 11.16 | 83.21 | EVANSVILLE. | NS DP | | 3.38 | 9.39 | 4.52 | ..... |
| 168 | 110 | 29 | | 12.44 | 8.56 | 11.24 | 92.12 | ASHBY. | B DP | | 3.29 | 9.31 | 4.44 | ..... |
| 176 | 69 | 32 | | 12.51 | 9.04 | 11.31 | 99.82 | DALTON. | DO DP | | 3.20 | 9.24 | 4.37 | ..... |
| | | | | | | | 110.33 | PELICAN JCT. | UP |  |  |  |  | ..... |
| 187 | 62 | 243 | | s 1.03 | s 9.16 | s 11.43 | 110.93 | FERGUS FALLS. ★ | GS PDNX | s | 3.05 | s 9.11 | s 4.25 | ..... |
| 195 | 125 | 26 | | 1.20 | 9.28 | 11.55 | 119.21 | CARLISLE. | CA DP | | 2.49 | 8.59 | 4.14 | ..... |
| 204 | 125 | 31 | | 1.27 | 9.36 | 12.02Pm | 127.82 | ROTHSAY. | RT DP | | 2.41 | 8.52 | 4.07 | ..... |
| 210 | | 22 | | 1.33 | 9.42 | 12.08 | 134.60 | LAWDALE. | WN DP | | 2.34 | 8.45 | 4.01 | ..... |
| 217 | 132 | 414 | | L 1.55Am | s 1.44 | s 9.52 | 141.81 | BARNESVILLE. ★ | D BDNR XYP | s | 2.25 | s 8.37 | s 3.53 | A 1.05Am |
| | | | | A 1.58Am | 1.46 | 9.54 | 142.85 | BARNESVILLE JCT. | UPX | | 2.19 | 8.33 | 3.49 | L 1.02Am |
| 226 | | 33 | | 1.54 | f 10.02 | 12.26 | 149.80 | BAKER. | BK DP | | 2.12 | f 8.25 | 3.42 | ..... |
| 232 | 125 | 32 | | 2.02 | f 10.10 | 12.34 | 156.36 | SABIN. | SB DP | | 2.02 | f 8.16 | 3.34 | ..... |
| | | | | A 2.11Am | A 10.20Pm | A 12.44Pm | 164.34 | MOORHEAD JCT. | MJ DNRXP | L | 1.50Am | L 8.06Am | L 3.25Pm | ..... |
| | | | .03 20.8 | 3.14 50.8 | 3.08 52.4 | 2.49 58.3 | | Time Over Subdivision Average Speed Per Hour | | | 3.42 44.4 | 3.14 50.8 | 2.59 55.1 | .03 20.8 |

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 | | FIRST CLASS | | | | | | Distance from Wahpeton Jct. | Time Table No. 118 Effective April 30, 1961 STATIONS | Telegraph Calls | SIGNS | FIRST CLASS | | | | | | |
|-----------------|--------------|--------------|-------------|-------|-------|-------|----------------|-------|-----------------------------|--|-----------------|-------|-------------|-------|-------|-------|----------------|-------|----------------|
| | Sidings | Other Tracks | 11 | 27 | 3 | 7 | 9 | 31 | | | | | 32 | 12 | 28 | 4 | 10 | 8 | (10) 14 |
| | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | | | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. |

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

| Station | Car Capacity | Other Tracks | 11 | 27 | 3 | 7 | 9 | 31 | Distance from Wahpeton Jct. | STATIONS | 32 | 12 | 28 | 4 | 10 | 8 | (10) 14 | |
|---------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------------|-----------------------------|---|----|-----------------|-------------|-------------|--------------|--------------|--------------|-------------|
| | | | L 1.56Pm | | | | L 2.40Am | L 1.51Am | | WAHPETON JCT. | | A 2.14Am | | A 11.19Am | | | A 4.39Pm | |
| P14 | 90 | 43 | 2.08 | | | | 2.50 | ³² 2.02 | 12.39 | KENT | KN | DP | | 11.08 | | | 4.28 | |
| P23 | 89 | 49 | 2.16 | | | | 2.57 | 2.10 | 21.40 | WOLVERTON | WO | DP | | 11.00 | | | 4.20 | |
| P29 | | 78 | 2.22 | | | | 3.03 | 2.16 | 28.21 | COMSTOCK | CM | DP | | 10.54 | | | 4.14 | |
| P35 | | 36 | 2.27 | | | | 3.08 | 2.21 | 33.39 | RUSTAD | J | DP | | 10.49 | | | 4.09 | |
| | 147 | 144 | L 10.20Pm | 2.36 | L 12.44Pm | L 2.11Am | 3.19 | 2.30 | 42.91 | MOORHEAD JCT. | MJ | IDNPXJ | | A 8.06Am | 10.40 | A 3.25Pm | A 1.50Am | 4.00 |
| 241 | 55 | 263 | s 10.23 | s 2.38 | s 12.46 | s 2.13 | f 3.23 | 2.32 | 43.77 | MOORHEAD | MH | DNPXR | | s 8.05 | s 10.38 | s 3.23 | s 1.48 | s 3.58 |
| 242 | Yard | 1800 | A 10.26Pm | A 2.40 | A 12.50 | A 2.16 | A 3.30 | A 2.35 | 44.82 | FARGO | FO | XBDNIKR | | L 8.00Am | L 10.35 | L 3.20 | A 9.30Pm | L 1.45 |
| 242 | | | A 2.58Pm | 12.57 | 2.28 | 3.53 | A 2.48Am | 45.84 | | FARGO JCT. | F | BDJKO RXYZVP | | L 12.58Am | L 10.22Am | 3.07 | 9.27 | 1.32 |
| 250 | 125 | 40 | | 1.03 | 2.35 | 4.02 | | 53.30 | | HARWOOD | WD | DP | | 3.00 | 9.18 | 1.24 | | |
| 256 | 50 | 34 | | 1.08 | 2.42 | 4.08 | | 58.89 | | ARGUSVILLE | SI | DP | | 2.55 | 9.12 | 1.17 | | |
| | 108 | 50 | | 1.14 | 2.49 | 4.14 | | 65.73 | | GARDNER | GA | DP | | 2.49 | 9.05 | 1.11 | | |
| 269 | 125 | 79 | | 1.19 | 2.55 | 4.20 | | 72.02 | | GRANDIN | GN | DP | | 2.44 | 9.00 | 1.05 | | |
| 275 | | 32 | | 1.24 | 3.00 | 4.26 | | 78.12 | | KELSO | CS | DP | | 2.39 | 8.55 | 12.57 | | |
| 281 | 214 | 162 | | s 1.30 | f 3.07 | s 4.36 | | 83.84 | | HILLSBORO | HS | DNP | | s 2.34 | s 8.49 | f 12.49 | | |
| 289 | 78 | 36 | | 1.37 | 3.14 | 4.45 | | 91.69 | | CUMMINGS | MU | DP | | 2.26 | 8.41 | 12.40 | | |
| 295 | 125 | 49 | | 1.42 | 3.20 | 4.50 | | 97.74 | | BUXTON | BU | DP | | 2.21 | 8.36 | 12.35 | | |
| 300 | 77 | 58 | | 1.46 | 3.24 | f 4.55 | | 102.64 | | REYNOLDS | RD | DP | | 2.17 | f 8.31 | 12.31 | | |
| 307 | 110 | 77 | | 1.52 | 3.30 | 5.03 | | 109.81 | | THOMPSON | ON | DP | | 2.11 | 8.24 | 12.25 | | |
| 317 | | | | A 2.01Pm | A 3.42Am | A 5.13Am | | 120.54 | | PA TOWER | PA | RDNIJ XYP | | L 2.01Pm | L 8.14Pm | L 12.13Am | | |
| | | | .06 19.1 | 1.02 44.4 | 1.17 60.1 | 1.31 51.2 | 2.33 47.3 | .57 48.2 | | Time Over Subdivision Average Speed Per Hour | | 1.16 36.2 | .06 19.1 | .57 48.3 | 1.24 55.5 | 1.16 59.8 | 1.37 48.0 | .44 61.1 |

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 10 THROUGH 15.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | | | Distance from Grand Forks | Time Table No. 118 | | STATIONS | Telegraph Calls | SIGNS | FIRST CLASS | | | | SECOND CLASS | | | |
|-----------------|--------------|--------------|----------------|----------------|-------------|----------------|----------|----------|---------------------------|---|--------------------------|----------|-----------------|----------|-------------|----------|----------------|--------------|----------------|----------|----------------|----------------|
| | Sidelings | Other Trains | 323 | 307 | (8) | (10) | 3 | (4) | | 9 | Effective April 30, 1961 | | | | STATIONS | (7) | (9) | 4 | 10 | (3) | 308 | 324 |
| | | | Daily Ex. Sat. | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Daily | | Daily Ex. Sun. | | | | | | Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily | Daily Ex. Sun. | Daily Ex. Sun. |
| 320 | Yard | 3620 | L 4.30Pm | L 9.20Am | L 12.08Am | L 8.00Pm | L 2.15Pm | L 1.45Pm | L 6.00Am | ..... | GRAND FORKS ★ | GF | BDNKVP ORXZ | A 3.47Am | A 5.20Am | A 1.33Pm | A 7.25Pm | A 3 2.05Pm | A 6.40Pm | A 9.40Pm | | |
| 317 | ..... | ..... | A 4.40Pm | A 9.30Am | A 12.13Am | A 8.14Pm | 2.29 | A 1.59Pm | 6.15 | 2.58 | PA TOWER | PA | PRDNUJY | L 3.42Am | L 5.13Am | 1.28 | 7.18 | L 147 2.01Pm | L 6.30Pm | L 9.30Pm | | |
| 335 | 79 | 40 | ..... | ..... | ..... | ..... | 2.44 | ..... | s 6.30 | 15.70 | EMERADO | DO | DP | ..... | ..... | 1.14 | s 7.03 | ..... | ..... | ..... |  |  |
| 341 | ..... | 32 | ..... | ..... | ..... | ..... | 2.51 | ..... | s 6.40 | 21.73 | ARVILLA | RF | DP | ..... | ..... | 1.07 | s 6.53 | ..... | ..... | ..... |  |  |
| 347 | 171 | 243 | ..... | ..... | ..... | ..... | f 2.59 | ..... | s 6.54 | 27.76 | LARIMORE ★ | KI | BDNJK PRXY | ..... | ..... | f 1.00 | s 6.44 | ..... | ..... | ..... |  |  |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 30.01 | HANNAH JCT | ..... | JPX | ..... | ..... | ..... | 6.34 | ..... | ..... | ..... |  |  |
| 354 | 71 | ..... | ..... | ..... | ..... | ..... | 3.08 | ..... | f 7.03 | 34.93 | SHAWNEE | ..... | P | ..... | ..... | 12.51 | f 6.29 | ..... | ..... | ..... |  |  |
| 361 | 100 | 36 | ..... | ..... | ..... | ..... | 3.15 | ..... | s 7.13 | 41.66 | NIAGARA | NA | DP | ..... | ..... | 12.44 | s 6.22 | ..... | ..... | ..... |  |  |
| 367 | 71 | 27 | ..... | ..... | ..... | ..... | 3.20 | ..... | s 7.23 | 47.96 | PETERSBURG | BE | DP | ..... | ..... | 12.38 | s 6.12 | ..... | ..... | ..... |  |  |
| 373 | 100 | 32 | ..... | ..... | ..... | ..... | 3.27 | ..... | s 7.33 | 53.72 | MICHIGAN | HI | DP | ..... | ..... | 12.32 | s 6.03 | ..... | ..... | ..... |  |  |
| 378 | 72 | 37 | ..... | ..... | ..... | ..... | 3.33 | ..... | s 7.42 | 58.41 | MAPES | MA | DP | ..... | ..... | 12.26 | s 5.54 | ..... | ..... | ..... |  |  |
| 383 | 71 | 200 | ..... | ..... | ..... | ..... | s 3.41 | ..... | s 7.54 | 64.12 | LAKOTA ★ | B | DNPRX | ..... | ..... | s 12.20 | s 5.45 | ..... | ..... | ..... |  |  |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 64.44 | SARLES JCT | ..... | JXYP | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| 387 | 70 | 16 | ..... | ..... | ..... | ..... | 3.46 | ..... | s 8.02 | 68.19 | BARTLETT | BA | DP | ..... | ..... | 12.11 | s 5.35 | ..... | ..... | ..... |  |  |
| 393 | 72 | 29 | ..... | ..... | ..... | ..... | 3.51 | ..... | s 8.10 | 73.09 | DOYON | DY | DP | ..... | ..... | 12.06 | s 5.27 | ..... | ..... | ..... |  |  |
| 397 | 74 | 34 | ..... | ..... | ..... | ..... | 3.56 | ..... | s 8.18 | 77.90 | CORRY | CY | DP | ..... | ..... | 12.01Pm | s 5.19 | ..... | ..... | ..... |  |  |
| 403 | 70 | 21 | ..... | ..... | ..... | ..... | 4.02 | ..... | f 8.25 | 83.51 | KEITH | ..... | P | ..... | ..... | 11.55 | f 5.11 | ..... | ..... | ..... |  |  |
| 408 | Yard | 681 | ..... | ..... | ..... | ..... | A 4.09 | ..... | A 8.33 | 88.72 | DEVILS LAKE ★ | WS | BDNJKOV PRXY | ..... | ..... | L 11.47 | L 5.05 | ..... | ..... | ..... |  |  |
| 415 | 73 | 16 | ..... | ..... | ..... | ..... | L 4.16 | ..... | L 8.50 | 95.82 | GRAND HARBOR | ..... | P | ..... | ..... | 11.35 | f 4.48 | ..... | ..... | ..... |  |  |
| 421 | 76 | 33 | ..... | ..... | ..... | ..... | 4.25 | ..... | 9.05 | 101.70 | PENN. | PN | DP | ..... | ..... | 11.30 | s 4.43 | ..... | ..... | ..... |  |  |
| 427 | 129 | 128 | ..... | ..... | ..... | ..... | 4.30 | ..... | f 9.15 | 107.67 | CHURCHES FERRY ★ | PY | DJPRXY | ..... | ..... | 11.25 | s 4.35 | ..... | ..... | ..... |  |  |
| 434 | 70 | 29 | ..... | ..... | ..... | ..... | 4.41 | ..... | f 9.33 | 114.89 | NILES | ..... | P | ..... | ..... | 11.19 | f 4.20 | ..... | ..... | ..... |  |  |
| 436 | 70 | 29 | ..... | ..... | ..... | ..... | 4.47 | ..... | s 9.42 | 119.09 | LEEDS | JD | DP | ..... | ..... | 11.14 | s 4.15 | ..... | ..... | ..... |  |  |
| 445 | 81 | 48 | ..... | ..... | ..... | ..... | 4.55 | ..... | s 9.52 | 125.41 | YORK | XN | DJPRXY | ..... | ..... | 11.06 | s 4.06 | ..... | ..... | ..... |  |  |
| 451 | 56 | 34 | ..... | ..... | ..... | ..... | 5.01 | ..... | s 10.01 | 131.40 | KNOX | OX | DP | ..... | ..... | 11.00 | s 3.57 | ..... | ..... | ..... |  |  |
| 456 | 70 | 37 | ..... | ..... | ..... | ..... | 5.07 | ..... | s 10.10 | 136.93 | PLEASANT LAKE | A | DP | ..... | ..... | 10.54 | s 3.48 | ..... | ..... | ..... |  |  |
| 465 | 124 | 307 | ..... | ..... | ..... | ..... | s 5.21 | ..... | s 10.24 | 145.96 | RUGBY ★ | RU | BDNJK OPRXY | ..... | ..... | s 10.40 | s 3.37 | ..... | ..... | ..... |  |  |
| 471 | 70 | 18 | ..... | ..... | ..... | ..... | 5.27 | ..... | f 10.32 | 151.18 | TUNBRIDGE | UN | DP | ..... | ..... | 10.32 | s 3.25 | ..... | ..... | ..... |  |  |
| 477 | 71 | 29 | ..... | ..... | ..... | ..... | 5.33 | ..... | s 10.45 | 157.47 | BERWICK | BK | DP | ..... | ..... | 10.25 | s 3.16 | ..... | ..... | ..... |  |  |
| 484 | 72 | 119 | ..... | ..... | ..... | ..... | f 5.42 | ..... | s 10.55 | 164.94 | TOWNER ★ | OW | DJPRXY | ..... | ..... | f 10.17 | s 3.07 | ..... | ..... | ..... |  |  |
| 492 | 70 | 17 | ..... | ..... | ..... | ..... | 5.51 | ..... | f 11.05 | 173.65 | DENBIGH | ..... | P | ..... | ..... | 10.07 | f 2.54 | ..... | ..... | ..... |  |  |
| 504 | 70 | 140 | ..... | ..... | ..... | ..... | 6.05 | ..... | s 11.20 | 185.80 | GRANVILLE | J | DJPRXY | ..... | ..... | 9.54 | s 2.40 | ..... | ..... | ..... |  |  |
| 512 | 71 | 28 | ..... | ..... | ..... | ..... | 6.15 | ..... | s 11.30 | 192.66 | NORWICH | CH | DP | ..... | ..... | 9.47 | s 2.30 | ..... | ..... | ..... |  |  |
| 519 | ..... | 36 | ..... | ..... | ..... | ..... | A 6.25Pm | ..... | s 11.40Am | 199.89 | SURREY | SR | PDU | ..... | ..... | L 9.39Am | s 2.20Pm | ..... | ..... | ..... |  |  |
| | | | | | | | | | | Time Over Subdivision Average Speed Per Hour | | | | .05 | .07 | 3.54 | 5.05 | .04 | .10 | .10 | | |
| | | | | | | | | | | | | | | 31.0 | 22.1 | 51.3 | 39.3 | 38.7 | 15.5 | 15.5 | | |

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD 5

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | Distance from Barnesville Jct. | Time Table No. 118 Effective April 30, 1961 | STATIONS | Telegraph Calls | SIGNS | FIRST CLASS | | SECOND CLASS | |
|-----------------|--------------|--------------|--------------|----------|-------------|----------|--------------------------------|--|--------------------|-----------------|-------|-------------|----------|--------------|-------|
| | Sidings | Other Tracks | 405 | 345 | | 7 | | | | | | 8 | | 406 | 346 |
| | | | Daily | Daily | | Daily | | | | | | Daily | | Daily | Daily |
| A225 | 92 | | | L 1.58Am | | | 6.76 | BARNESVILLE JCT. | IJX | | | | | A 1.02Am | |
| A235 | 41 31 | | | 2.10 | | | 6.76 | DOWNER | DO DP | | | | | 12.52 | |
| A242 | 38 | | | s 2.30 | | | 16.43 | GLYNDON | ND DNPV | | | | | s 12.40 | |
| A250 | 29 38 | | | 2.40 | | | 23.11 | AVERILL | A DP | | | | | 12.31 | |
| A255 | 43 | | | 2.50 | | | 30.95 | FELTON | FN DP | | | | | 12.23 | |
| A265 | 48 167 | | | 3.00 | | | 38.05 | BORUP | BO DP | | | | | 12.14 | |
| A275 | 37 | | | s 3.20 | | | 46.28 | ADA | J DP | | | | | s 12.05Am | |
| A282 | 52 | | | 3.35 | | | 56.13 | LOCKHART | K DP | | | | | 11.51 | |
| A298 | Yard 359 | | | 3.45 | | | 63.30 | BELTRAMI | DA DP | | | | | 11.42 | |
| | | | | 4.08 | | | 78.53 | M. N. JCT. | JX | | | | | 11.20 | |
| | | | | 4.10 | | | 79.04 | CROOKSTON YARD | VBOPXY | | | | | | |
| | | | | 4.12 | | | 79.19 | CROOKSTON JCT. | IJX | | | | | 11.18 | |
| | | | | L 4.00Am | A 4.15Am | | 80.32 | GRAND FORKS JCT. | J | | | | | 11.16 | |
| | | | | | | | 80.49 | CROOKSTON | C BDNK OPRXZ | | | | A 7.40Am | L 11.15Pm | |
| | | | | | | | 82.06 | FISHER LINE JCT. | JXY | | | A 11.11Pm | | | |
| | | | | | | | 82.12 | NOYES JCT. | JPYX | | | 11.10 | | | |
| A313 | 34 | | | 4.35 | | f 4.50 | 94.37 | EUCLID | CD DP | | | f 10.55 | | 6.45 | |
| A321 | 50 | | | 5.10 | | f 5.00 | 102.51 | ANGUS | GU DP | | | f 10.45 | | 6.10 | |
| A329 | 50 90 | | | 5.30 | | s 5.17 | 110.99 | WARREN | W DNIP | | | s 10.34 | | 7-405 5.30 | |
| A339 | 58 | | | 6.05 | | s 5.31 | 120.80 | ARGYLE | AG DP | | | s 10.21 | | 4.44 | |
| A348 | 166 | | | 6.35 | | s 5.46 | 129.25 | STEPHEN | NE DNP | | | s 10.10 | | 4.05 | |
| A356 | 43 | | | 7.05 | | f 5.59 | 137.78 | DONALDSON | AN DP | | | f 9.56 | | 3.15 | |
| A361 | 51 | | | 7.30 | | s 6.09 | 142.59 | KENNEDY | KY DP | | | s 9.49 | | 2.45 | |
| A370 | 56 49 | | | 8.10 | | s 6.25 | 151.86 | HALLOCK | KA DP | | | s 9.37 | | 2.10 | |
| A376 | 40 | | | 8.30 | | 6.35 | 157.41 | NORTHCOTE | NC DP | | | 9.26 | | 1.25 | |
| A383 | 34 | | | 8.50 | | f 6.45 | 164.07 | HUMBOLDT | HU DP | | | f 9.17 | | 1.01 | |
| A390 | 24 | | | 9.10 | | 6.55 | 170.25 | ST. VINCENT | SY DPX BDNJK OPRXV | | | 9.09 | | 12.40 | |
| A391 | Yard 78 | | | A 9.25Am | | A 7.00Am | 172.12 | NOYES | NY | | | L 9.05Pm | | L 12.30Am | |
| | | | | 5.25 | 2.17 | 2.25 | | Time Over Subdivision | | | | 2.06 | | 7.10 | 1.47 |
| | | | | 16.9 | 35.3 | 37.3 | | Average Speed Per Hour | | | | 42.8 | | 12.8 | 45.1 |

WESTWARD

FIFTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | FIRST CLASS | | Distance from Grand Forks | Time Table No. 118 Effective April 30, 1961 | STATIONS | Telegraph Calls | SIGNS | FIRST CLASS | |
|-----------------|--------------|--------------|-------------|------------|---------------------------|--|----------------------|-----------------|-------|-------------|--|
| | Sidings | Other Tracks | | (8) 157 | | | | | | (7) 158 | |
| | | | | Daily | | | | | | Daily | |
| M2 | 62 | | | L 11.11Pm | 23.58 | FISHER LINE JCT. | JXY | | | A 4.35Am | |
| M10 | 111 51 | | | s 11.16 | 23.48 | NORTH CROOKSTON | PR | | | s 4.34 | |
| M18 | 18 | | | 11.28 | 14.36 | FISHER | PH DP | | | 4.19 | |
| M24 | Yard 694 | | | 11.37 | 6.93 | MALLORY | P | | | 4.11 | |
| 320 | Yard 3820 | | | 11.45 | 0.79 | EAST GRAND FORKS | EA DPX BDNJKV ORWXZP | | | 4.04 | |
| | | | | A 11.50Pm | | GRAND FORKS | GF | | | L 4.00Am | |
| | | | | .39 | | Time Over Subdivision | | | | .35 | |
| | | | | 36.3 | | Average Speed Per Hour | | | | 40.4 | |

Westward trains are superior to eastward trains of the same class on the Fourth and Fifth Subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

6 WESTWARD SIXTH SUBDIVISION EASTWARD

| Station Numbers | Car Capacity | | Distance from Fergus Falls | Time Table No. 118 Effective April 30, 1961 | 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. | | |
| | | | 0.73 | 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-16 | 25 | | 16.36 | ERHARD | RH | D |
| L-21 | 59 | | 22.35 | PELICAN RAPIDS | P | BDR |

WESTWARD EIGHTH SUBDIVISION EASTWARD

| Station Numbers | Car Capacity | | Distance from Moorhead | Time Table No. 118 Effective April 30, 1961 | Telegraph Calls | SIGNS |
|---|--------------|--|------------------------|---|-----------------|--------|
| | Other Tracts | | | | | |
| 241 | 111 | | | MOORHEAD | MH | DNJPRX |
| P 54 | 30 | | 8.56 | KRAGNES | GS | D |
| P 61 | 70 | | 15.39 | GEORGETOWN | WN | D |
| P 68 | 29 | | 22.03 | PERLEY | PY | D |
| P 74 | 54 | | 28.02 | HENDRUM | RH | D |
| P 80 | 125 | | 34.14 | HALSTAD | SD | D |
| P 87 | 43 | | 41.68 | SHELLY | S | D |
| P 92 | 104 | | 46.45 | NIELSVILLE | NS | D |
| P 97 | 44 | | 52.00 | CLIMAX | CX | D |
| P 103 | 53 | | 57.90 | ELDRED | RD | D |
| | | | 66.49 | M N. JCT. | | JXP |
| Time Over Subdivision Ave. Speed Per Hour | | | | | | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

WESTWARD SEVENTH SUBDIVISION EASTWARD

| Station Numbers | Car Capacity | | Distance from Erie Jd. | Time Table No. 118 Effective April 30, 1961 | Telegraph Calls | SIGNS |
|-----------------|--------------|--------------|------------------------|---|-----------------|-------|
| | Sidings | Other Tracts | | | | |
| S15 | | | | ERIE JCT. | | JPR |
| S20 | 27 | | 1.63 | ERIE | | D |
| S31 | 35 | | 12.37 | GALESBURG | | D |
| S36 | 29 | | 17.79 | CLIFFORD | | D |
| S42 | 13 | | 24.08 | ROSEVILLE | | |
| S47 | 24 | 40 | 28.33 | PORTLAND | RA | DP |
| R103 | 19 | | 32.88 | PORTLAND JCT. | | JPY |

WESTWARD NINTH SUBDIVISION EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS 311 Daily Ex. Sunday | Distance from Nolan | Time Table No. 118 Effective April 30, 1961 | Telegraph Calls | SIGNS | SECOND CLASS 312 Daily Ex. Sunday |
|--|--------------|--------------|---|---------------------|---|-----------------|-------------------|---|
| | Sidings | Other Tracts | | | | | | |
| FS41 | | | L 5.15pm | | NOLAN ★ | W | DNJPR | A 4.08pm |
| T16 | 84 | | s 5.35 | 1.53 | PAGE | GE | DPX | s 4.03 |
| T23 | 34 | | s 5.55 | 8.65 | COLGATE | CG | DP | s 3.40 |
| T29 | 60 | | s 6.20 | 14.92 | HOPE | HO | DP | s 3.29 |
| T36 | 37 | | s 6.35 | 21.26 | BLABON | BN | DP | s 3.14 |
| T44 | 45 | | s 7.15 | 29.25 | FINLEY | FN | DP | s 2.50 |
| T50 | 38 | | s 7.35 | 35.75 | SHARON | QN | DP | s 2.30 |
| T57 | 47 | 57 | s 8.00 | 42.81 | ANETA | NE | DP | s 2.08 |
| T62 | 30 | | s 8.15 | 47.79 | KLOTEN | KN | DP | s 1.51 |
| T68 | 45 | | s 8.40 | 53.72 | McVILLE | VI | DP | s 1.00 |
| T75 | 39 | | s 9.00 | 61.05 | PEKIN | K | DP | s 1.00 |
| T81 | 40 | | s 9.20 | 66.81 | TOLNA | N | DP | s 12.38 |
| T88 | 31 | | s 9.40 | 73.17 | HAMAR | HM | DP | s 12.05pm |
| T94 | 51 | | s 10.00 | 79.56 | WARWICK | WA | DP | s 11.50 |
| T101 | 44 | | s 10.20 | 86.84 | TOKIO | KY | DP | s 11.32 |
| T110 | 34 | | s 10.45 | 96.08 | FORT TOTTEN | NR | DP | s 11.12 |
| 408 | 681 | | A 11.00pm | 101.38 | DEVILS LAKE ★ Soo Line Crossing | WS | BDNJKOP RVXYZU | 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 | DRY | |
| Time Over Subdivision Average Speed Per Hour | | | | | | | | 5.08 19.7 |

WESTWARD

TENTH SUBDIVISION

EASTWARD 7

| Station Numbers | Car Capacity | | SECOND CLASS | | Distance from Vance, | Time Table No. 118 Effective April 30, 1961 | STATIONS | Telegraph Calls | SIGNS | SECOND CLASS | |
|-----------------|--------------|--------------|------------------|-------------------|----------------------|--|----------|-----------------|-------|----------------------|------------------|
| | Sidings | Other Tracks | 341 | 641 | | | | | | 642 | 342 |
| | | | Daily Ex. Sunday | Mon., Wed. & Fri. | | | | | | Tues., Thurs. & Sat. | Daily Ex. Sunday |
| FS23 | | | L 8.05Am | | | VANCE | | JPYR | | A 5.40Pm | |
| R70 | 46 | | s 8.25 | | 4.95 | 4.95 ARTHUR | AU | DP | | s 5.25 | |
| R76 | 34 | | s 8.45 | | 10.98 | 6.03 HUNTER | UN | DP | | s 5.05 | |
| R87 | 42 | | s 9.15 | | 21.66 | 10.68 BLANCHARD | CD | DP | | s 4.29 | |
| R99 | 184 | | s 10.35 | | 33.58 | 11.92 MAYVILLE | MV | DP | | s 3.50 | |
| R103 | 19 | | s 10.50 | | 38.52 | 4.94 PORTLAND JCT. | | JPY | | L 3.35 A 3.05 | |
| R110 | 171 | | s 11.50 | | 45.02 | 6.50 HATTON | HT | DP | | s 2.50 | |
| 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 | 243 | | A 1.00Pm | | 66.09 | 6.31 LARIMORE ★ | KI | BDNJKPRXY | | 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 | 50 | | 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 | |
| R-161 | 44 | | 9.35 | | 91.64 | 6.55 CONWAY | | I | | 12.25 | |
| R-168 | 50 | 184 | 9.55 | | 96.62 | 4.98 PISEK | P | D | | 12.05Pm | |
| R-177 | 98 | | 10.30 | | 102.78 | 6.16 PARK RIVER | K | DY | | 11.45 | |
| R-183 | 30 | 30 | 11.10 | | 112.08 | 9.30 EDINBURG | BU | D | | 10.01 | |
| R-189 | 41 | | 11.30 | | 118.36 | 6.28 UNION | U | D | | 9.35 | |
| R-195 | 54 | | 11.50 | | 124.65 | 6.29 MILTON | MN | D | | 9.15 | |
| R-207 | 37 | 89 | 12.10Pm | | 130.43 | 5.78 OSNABROCK | NB | D | | 8.59 | |
| R-214 | 35 | | 1.05 | | 142.14 | 11.71 LANGDON | DN | D | | 8.25 | |
| R-221 | 42 | | 1.25 | | 149.17 | 7.03 DRESDEN | RS | D | | 7.45 | |
| R-228 | 26 | | 1.45 | | 156.52 | 7.35 WALES | W | D | | 7.25 | |
| | | | A 2.00Pm | | 163.23 | 6.71 HANNAH | HN | BDRY | | L 7.00Am | |
| | | | 4.55 13.4 | 5.45 16.5 | | | | | | 6.45 14.1 | 4.10 15.9 |

Time Over Subdivision
Average Speed Per Hour

**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. 118 Effective April 30, 1961 STATIONS | Telegraph Calls | SIGNS | SECOND CLASS | |
|-----------------|--------------|--------------|-----------------------|-----------------|------------------------|---|-----------------|----------|-------------------------|-------------------------|
| | Sidings | Other Tracks | 323 | 307 | | | | | 308 | 324 |
| | | | Daily Ex. Sat. | Daily Ex. Sun. | | | | | | |
| 317 | | | L 4.40Pm | L 9.30Am | ..... | PA TOWER..... | PA | RDNIJYPU | A 6.30Pm | A 9.30Pm |
| | | | | | 1.49 | N. P. RY. CROSSING..... | ..... | P | ..... | ..... |
| O-12 | | 83 | f 5.05 ³⁰⁸ | s\|0.03 | 12.01 | MANVEL..... | MV | DP | s 6.05 ³²³ | f 9.05 |
| O-24 | | 79 | f 5.33 | s\|0.34 | 24.07 | ARDOCH..... | HN | DPVU | s 5.33 | f 8.40 |
| O-30 | | 114 | f 6.00 | s\|0.50 | 30.21 | 6.14 MINTO..... | MT | DP | s 5.13 | f 8.25 |
| | | | | | 38.40 | 8.19 N. P. RY. CROSSING..... | ..... | U | ..... | ..... |
| O-39 | | 87 | 324 A 6.25Pm | s\|1.31 | 39.09 | GRAFTON..... | FN | BDPRXV | s 4.45 | L 8.00Pm ³²³ |
| | | 73 | ..... | 1.35 | 39.83 | GRAFTON JCT..... | ..... | JPXY | 4.20 | ..... |
| O-46 | | 88 | ..... | s\|1.55 | 45.58 | 5.75 AUBURN..... | AU | DP | s 4.01 | ..... |
| O-53 | | 163 | ..... | s\|2.10Pm | 53.22 | 7.64 ST. THOMAS..... | MS | DP | s 3.41 | ..... |
| O-59 | | 36 | ..... | s\|2.31 | 59.28 | 6.06 GLASSTON..... | NA | DP | s 3.18 | ..... |
| O-66 | | 67 | ..... | s\|2.55 | 66.23 | 6.95 HAMILTON..... | H | DP | s 3.00 | ..... |
| O-71 | | 51 | ..... | s 1.15 | 71.36 | 5.13 BATHGATE..... | VD | DP | s 2.40 | ..... |
| O-79 | Yard | 206 | ..... | s 1.40 | 79.18 | 7.82 NECHE..... | CH | BDPRWX | s 2.25 | ..... |
| | | | | 308 A 1.50Pm | 80.96 | 1.78 GREтна..... | N | DJPRYV | L 2.00Pm ³⁰⁷ | ..... |
| | | | | | | | | | | |
| | | | 1.45 | 4.20 | ..... | Time Over Subdivision | ..... | ..... | 4.30 | 1.30 |
| | | | 22.8 | 18.7 | ..... | Average Speed Per Hour | ..... | ..... | 18.0 | 26.6 |

TWELFTH SUBDIVISION

WESTWARD

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | Distance from Grafton | Time Table No. 118 Effective April 30, 1961 STATIONS | Telegraph Calls | SIGNS | SECOND CLASS | |
|-----------------|--------------|--------------|-------------------------|-------|-----------------------|---|-----------------|--------|-------------------------|----------------|
| | Sidings | Other Tracks | 323 | | | | | | 324 | |
| | | | Daily Ex. Sat. | | | | | | | Daily Ex. Sun. |
| O-39 | 87 | 184 | L 8.00Pm ³²⁴ | ..... | ..... | GRAFTON..... | FN | BDPRXV | A 7.30Pm ³²³ | ..... |
| ..... | 73 | ..... | 8.04 | 0.74 | ..... | GRAFTON JCT..... | ..... | JPXY | 7.24 | ..... |
| OA-7 | ..... | 197 | s 8.45 | 6.47 | ..... | 5.73 NASH..... | NA | D | s 7.10 | ..... |
| OA-14 | 66 | 134 | s 9.40 | 13.66 | ..... | 7.19 HOOPLE..... | HO | D | s 6.30 | ..... |
| OA-18 | ..... | 153 | s\|0.20 | 18.30 | ..... | 4.64 CRYSTAL..... | CT | D | s 5.45 | ..... |
| OA-24 | ..... | 45 | s\|0.50 | 24.59 | ..... | 6.29 HENSEL..... | CA | D | s 5.15 | ..... |
| OA-32 | ..... | 165 | s\|1.45 | 32.21 | ..... | 7.62 CAVALIER..... | CV | D | s 4.45 | ..... |
| OA-37 | ..... | 35 | s\|2.10Am | 37.18 | ..... | 4.97 BACKOO..... | BO | D | s 4.05 | ..... |
| OA-48 | Yard | 190 | A 12.40Am | 48.33 | ..... | 11.15 WALHALLA..... | WA | BDORXY | L 3.30Pm | ..... |
| | | | | | | | | | | |
| ..... | ..... | ..... | 4.40 | ..... | ..... | Time Over Subdivision | ..... | ..... | 4.00 | ..... |
| ..... | ..... | ..... | 10.4 | ..... | ..... | Average Speed Per Hour | ..... | ..... | 12.1 | ..... |

THIRTEENTH SUBDIVISION

WESTWARD

EASTWARD

| Station Numbers | Capacity of Tracks | | Distance from Lakota | Time Table No. 118 Effective April 30, 1961 STATIONS | Telegraph Calls | SIGNS |
|-----------------|--------------------|----------------------|----------------------|---|-----------------|-------|
| | Capacity of Tracks | Distance from Lakota | | | | |
| | | | | | | |
| ..... | ..... | ..... | 0.32 | SARLES JCT..... | ..... | JXYP |
| ..... | ..... | ..... | 8.61 | SOO LINE CROSSING..... | ..... | U |
| VA-12 | 35 | 12.40 | 3.79 | BROCKET..... | KO | D |
| VA-18 | 35 | 18.66 | 6.26 | LAWTON..... | ON | D |
| VA-27 | 42 | 27.19 | 8.53 | EDMORE..... | RD | D |
| VA-34 | 26 | 33.89 | 6.70 | DERRICK..... | RC | D |
| VA-40 | 44 | 40.05 | 6.16 | HAMPDEN..... | DN | D |
| ..... | ..... | ..... | 48.53 | SOO LINE CROSSING..... | ..... | U |
| VA-53 | 44 | 52.44 | 3.91 | MUNICH..... | MN | D |
| VA-60 | 34 | 59.88 | 7.44 | CLYDE..... | CD | D |
| VA-66 | 36 | 65.83 | 5.95 | CALVIN..... | VN | D |
| VA-73 | 45 | 72.69 | 6.86 | SARLES..... | SA | DRY |

FOURTEENTH SUBDIVISION

WESTWARD

EASTWARD

| Station Numbers | Car Capacity | | Distance from Church's Ferry | Time Table No. 118 Effective April 30, 1961 STATIONS | Telegraph Calls | SIGNS |
|-----------------|--------------|--------------|------------------------------|---|-----------------|--------|
| | Sidings | Other Tracks | | | | |
| | | | | | | |
| 427 | 129 | 128 | ..... | CHURCHS FERRY★ | FY | DJPRXY |
| X7 | ..... | 25 | 7.37 | MAZA..... | Z | D |
| X15 | 57 | 98 | 15.38 | 8.01 CANDO..... | CN | D |
| X28 | ..... | 35 | 27.84 | 12.46 SOO LINE CROSSING..... | BS | DVU |
| X35 | ..... | 35 | 35.16 | 7.32 PERTH..... | RH | D |
| X48 | ..... | 41 | 47.41 | 12.25 ROLLA..... | RO | D |
| X55 | ..... | 40 | 54.82 | 7.41 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. 118 | | Telegraph Calls | SIGNS |
|-----------------|--------------------|--------------------|--------------------------|-------|-----------------|--------|
| | | | Effective April 30, 1961 | | | |
| STATIONS | | | | | | |
| 445 | 129 | ..... | ..... | ..... | XN | DJPRXY |
| XB14 | 35 | ..... | 14.33 | ..... | WF | D |
| XB21 | 9 | ..... | 20.92 | ..... | SN | D |
| XB28 | 45 | ..... | 27.34 | ..... | MC | DU |
| XB34 | 36 | ..... | 34.19 | ..... | AN | D |
| XB42 | 89 | ..... | 41.94 | ..... | DN | DRY |

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

| Station Numbers | Capacity of Tracks | Distance from Towner | Time Table No. 118 | | Telegraph Calls | SIGNS |
|-----------------|--------------------|----------------------|--------------------------|-------|-----------------|---------|
| | | | Effective April 30, 1961 | | | |
| STATIONS | | | | | | |
| 484 | 191 | ..... | ..... | ..... | OW | DJKPRXY |
| XD14 | 28 | ..... | 14.16 | ..... | BA | D |
| XD22 | 35 | ..... | 22.14 | ..... | AU | D |
| ..... | ..... | ..... | 30.86 | ..... | ..... | U |
| XD35 | 45 | ..... | 34.82 | ..... | BR | D |
| XD46 | 61 | ..... | 45.46 | ..... | MX | DRY |

EIGHTEENTH SUBDIVISION
WESTWARD EASTWARD

| Station Numbers | Capacity of Tracks | Distance from Granville | Time Table No. 118 | | Telegraph Calls | SIGNS |
|-----------------|--------------------|-------------------------|--------------------------|-------|-----------------|--------|
| | | | Effective April 30, 1961 | | | |
| STATIONS | | | | | | |
| 504 | 210 | ..... | ..... | ..... | J | DJPRXY |
| XA13 | 38 | ..... | 13.00 | ..... | DR | D |
| XA25 | 36 | ..... | 24.47 | ..... | GX | D |
| XA35 | 47 | ..... | 35.27 | ..... | S | DVU |
| XA46 | 68 | ..... | 46.36 | ..... | MO | D |
| XA52 | 13 | ..... | 54.01 | ..... | RI | D |
| XA61 | 79 | ..... | 61.22 | ..... | WD | DRY |

SIXTEENTH SUBDIVISION 9
WESTWARD EASTWARD

| Station Numbers | Capacity of Tracks | SECOND CLASS | | Distance from Rugby | Time Table No. 118 | | Telegraph Calls | SIGNS | SECOND CLASS | |
|-----------------|--------------------|--------------|---------|---------------------|--------------------------|-------|-----------------|----------------|--------------|---------|
| | | 347 | | | Effective April 30, 1961 | | | | 348 | |
| STATIONS | | | | | | | | | | |
| 465 | 307 | L | 6.00Am | ..... | ..... | ..... | RU | BDNJKP ORXY | A | 4.45Pm |
| V13 | 36 | s | 6.30 | 12.76 | ..... | ..... | BN | D | s | 4.10 |
| V21 | 36 | s | 6.55 | 21.21 | ..... | ..... | WC | D | s | 3.45 |
| V30 | 11 | s | 7.15 | 28.58 | ..... | ..... | ..... | VU | s | 3.20 |
| V38 | 119 | A | 7.35 | 38.10 | ..... | ..... | BO | D | L | 3.00 |
| V45 | 29 | s | 9.05 | 44.76 | ..... | ..... | CB | D | s | 2.05 |
| V51 | 46 | s | 9.30 | 51.10 | ..... | ..... | SU | D | s | 1.45 |
| V56 | 22 | s | 9.50 | 56.63 | ..... | ..... | HO | D | s | 1.25 |
| V62 | 27 | s | 10.10 | 61.72 | ..... | ..... | NA | D | s | 1.05 |
| V67 | 97 | s | 10.40 | 67.53 | ..... | ..... | WS | D | s | 12.40Pm |
| V80 | 46 | A | 11.10Am | 80.24 | ..... | ..... | AR | BDRY | L | 11.35Am |

NINETEENTH SUBDIVISION
WESTWARD EASTWARD

| Station Numbers | Capacity of Tracks | SECOND CLASS | | Distance from Crookston Yard | Time Table No. 118 | | Telegraph Calls | SIGNS | SECOND CLASS | | |
|-----------------|--------------------|--------------|--------|------------------------------|--------------------------|-------|-----------------|--------|--------------|-------|---------|
| | | 553 | | | Effective April 30, 1961 | | | | 554 | | |
| STATIONS | | | | | | | | | | | |
| N114 | 138 | L | 7.00Am | ..... | ..... | ..... | WD | 132.39 | BDRIXV | A | 3.15Pm |
| N101 | 15 | s | 7.26 | ..... | ..... | ..... | SA | 120.10 | D | s | 2.49 |
| N 92 | 98 | s | 7.55 | ..... | ..... | ..... | RU | 111.00 | D | s | 2.30 |
| N 79 | 51 | s | 8.12 | ..... | ..... | ..... | BA | 98.00 | D | s | 1.55 |
| N 70 | 65 | s | 8.32 | ..... | ..... | ..... | GB | 88.52 | D | s | 1.25 |
| N 51 | 46 | s | 9.22 | ..... | ..... | ..... | MD | 69.85 | D | s | 12.30Pm |
| ..... | 9 | ..... | ..... | ..... | ..... | ..... | ..... | 50.65 | U | ..... | ..... |
| N 31 | 119 | s | 10.35 | ..... | ..... | ..... | VR | 47.54 | DXVY | s | 11.05 |
| N 23 | 20 | s | 11.05 | ..... | ..... | ..... | JO | 40.34 | D | s | 10.15 |
| N 13 | 83 | s | 11.30 | ..... | ..... | ..... | FA | 30.09 | D | s | 9.45 |
| ..... | ..... | ..... | 11.45 | ..... | ..... | ..... | ..... | 27.99 | JR | s | 9.30 |

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

| | | | | | | |
|------|-------|----------|-------|-------|-------|----------|
| Y 17 | ..... | 12.10Pm | ..... | 17.09 | JPRV | 9.05 |
| Y 12 | 99 | 12.25 | ..... | 12.45 | P | 8.50 |
| A298 | 359 | A 1.00Pm | ..... | ..... | BOPXY | L 8.15Am |
| | | | | | | 7.00 |
| | | | | | | 18.9 |

Westward trains are superior to eastward trains of the same class on the Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Subdivisions.

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 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 engines are equipped with alignment control couplers: 201 thru 203; 205, 206, 208 thru 212; 214 thru 218; 220 thru 225; 227 thru 230; 550 thru 599; 600 thru 699; 700 thru 734; 900 thru 915 and 2000 thru 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. 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 strikier 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 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 or 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.

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.

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.

Osakis, No. 7, out St. Paul Sunday night, passing depot 30 MPH

3. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.

Barnesville, Register is 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.

(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) Fargo-Fargo Jct., First class trains and passenger extras will obtain their Clearance Form A at Fargo Passenger Station, other trains at yard office when the operator at yard office is on duty. When there is no operator on duty at yard office Clearance Form A will be obtained at passenger station.

Clearance Form A received at Fargo or Fargo Jct. will clear Eastward First Subdivision trains at Moorhead Jct. under Rule 83 (B).

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. Do not want any crossings blocked at Fergus Falls.

10. Diesel radiator and boiler water stations.

Sauk Centre

Fergus Falls

Barnesville

11. All concerned should be alert to see loads of pulpwood are watched carefully to be sure there is no disarrangement of the load.

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.

CMStP&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—Register is for First and Second class trains, mixed trains and Passenger extras.

Fargo Jct.—Register is only for freight trains.

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.

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) Fargo—First and Second class trains, mixed trains, and passenger extras must obtain Clearance Form A at passenger station. Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station, which will clear such trains at Fargo Jct. under Rule 83 (B). Fargo Jct.—Eastward trains from Minot Division may proceed on authority of Clearance Form A under which such train arrives. Freight trains for which this point is the initial station will obtain their Clearance Form A at yard office when the operator is on duty, during the time there is no operator on duty Clearance Form A will be obtained at passenger station Fargo.

(d) At PA Tower, clearance under which Nos. 9, 3, 7, 147, 149 and 157 arrive will clear Nos. 144, 142, 158, 4, 10 and 8 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 33 and MP 34 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 Third Subdivision, and connecting switches Second and Third 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.

FargoJunction 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.

CMStP&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
Larimore, Engines must not exceed 5 MPH over Tower Avenue crossing when moving on siding.

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.

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

(a) At PA Tower, clearance under which Nos. 9, 3, 7, 147, 149 and 157 arrive will clear Nos. 144, 142, 158, 4, 10 and 8 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.

(e) Clearances received by first class trains, passenger extras and mixed trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

5. PA Tower—Crossover Switch for trains from Second to Third Subdivision, and connecting switches Second and Third 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 Emerado.
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 Cray.

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

PA Tower.

Switches electrically controlled by operator at PA Tower.

Whistle signals for routes, PA Tower:

| | |
|----------------------------|------------------|
| Second Subdivision | 2 long, 1 short. |
| Third Subdivision | 1 long, 1 short. |
| Eleventh Subdivision | 1 long. |
| Tower Track | 3 long, 1 short. |
| Grand Forks Yard | 2 short, 1 long. |

Surrey—Switches electrically controlled by Operator at Gavin Yard.

10. AUTOMATIC INTERLOCKINGS.

MStP&SSM RR. Crossing.....2.9 mi. east of Grand Harbor.

11. Diesel radiator and boiler water stations.

Grand Forks
Devils Lake
Rugby

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 Glyndon.

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. 8 pick up cream at Stephen Sunday night.

14. Diesel radiator and boiler water stations.

Crookston
Hallock

15. West switch on west leg of wye, Noyes Jct., on the fourth Subdivision, is lined for fifth 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 fifth Subdivision.

FOURTH SUBDIVISION

(Ada-Noyes Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|-----------|---------|
| Barnesville Jct. and M. N. Jct..... | 59 MPH | 49 MPH |
| M. N. Jct. and Noyes Jct..... | 55 MPH | 40 MPH |
| Noyes Jct. and MP55 near Donaldson..... | 59 MPH | 50 MPH |
| MP55 near Donaldson and Noyes | 50 MPH | 40 MPH |

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at:..... 20 MPH
Glyndon.

Stephen, all trains over street crossings 15 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.

At Fisher Line Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7.

5. Crookston, Fifth Subdivision trains to and from Grand Forks use Dakota main track between Fisher Line Jct. and Grand Forks Jct.

Fourth 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.

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.

North Crookston, Register is only for trains 157 and 158.

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.

At Fisher Line Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7.

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.

5. West switch on west leg of wye, Noyes Jct., on the fourth Subdivision, is lined for fifth 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 fifth Subdivision.

SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Portland, Halstad Lines)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Freight |
|--------------------------------------|---------|
| Pelican Jct. and Pelican Rapids..... | 20 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 Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted to 20 MPH.
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).
7. Trains from 8th Subdivision will obtain their orders at Moorhead Jct.
8. The track has been taken up from a point 600 feet west of the west switch, Clifford to Portland.

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 | 40 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.
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.**
Ninth Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted to 20 MPH.
Eleventh Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted on Paul Koehmstedt Spur Minto and M.R.T.J. Potato Spur Grafton.
Twelfth Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted on Mill Spur Cavalier and Mill Spur and Rutherford Potato Spur Walhalla.
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.
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 |
| Crookston Yard and Tilden Jct..... | 45 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..... Crookston Yard 20 MPH
Warroad 20 MPH

Wye tracks at Warroad and Thief River Falls 5 MPH
3. **ENGINE RESTRICTIONS.**
Fifteenth and Seventeenth Subdivisions—SD 7 and SD 9 engines series 550 to 599 restricted to 20 MPH.
4. **TRAIN REGISTER EXCEPTIONS.**
Tilden Jct. Trains will register only when instructed by train order to do so.
5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Rule 83(B) does not apply at Tilden Jct., and does not apply at Churchs Ferry, York, Towner and Granville when the Agents are not on duty. No. 348 does not require a clearance at Antler when the Agent is not on duty.
6. **SEMI-AUTOMATIC INTERLOCKING.**
C. N. Ry. crossing.....0.6 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.
7. **AUTOMATIC INTERLOCKING.**
N. P. Ry. crossing.....2.37 miles east of Crookston Yard

SPEED TABLE

| Time Min. | Per Mile Sec. | Miles Per Hour | Time Min. | Per Mile Sec. | Miles 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 |

WATCH INSPECTORS

| | |
|---------------------------|---------------------|
| Weber Jewelry & Music Co. | St. Cloud, Minn. |
| G. H. Vandesteeg | Sauk Centre, Minn. |
| E. J. Rovang | Fergus Falls, Minn. |
| O. P. Mork | Barnesville, Minn. |
| Bratrud Jewelry Store | Crookston, Minn. |
| Munn's Jewelry | Crookston, Minn. |
| R. H. Willey Jewelry Co. | Grand Forks, N. D. |
| Forte Jewelers | Lakota, N. D. |
| George Vang | Devils Lake, N. D. |
| Lien's Jewelry | Rugby, N. D. |
| White Rose Store | Sherwood, N. D. |

Business Tracks not Shown as Stations on Time Table.

| NAME | LOCATION | Capacity Cars | SWITCH OPENS |
|--------------------------------|--|------------------|-----------------|
| First Subdivision | | | |
| Collegeville | 2.77 miles west of St. Joseph.. | 6 | West End |
| Melby | 4.72 miles west of Evansville.. | 11 | East End |
| Chem-Gro Spur | 45 feet east of yard limit board east of 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 |
| Second Subdivision | | | |
| Lurgan | 5.41 miles west of Wahpeton Jct. | 40 | Both Ends |
| Brushvale | 1.95 miles west of Lurgan.. | 22 | Both Ends |
| Finkle | 5.52 miles west of Rustad.. | 35 | 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 |
| Third Subdivision | | | |
| Powell | 4.13 miles west of PA Tower.. | 17 | Both Ends |
| Emerado Air Base Spur | ½ mile west of Emerado Depot | 273 | East End |
| Fourth 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 |
| Sixth Subdivision | | | |
| Elizabeth | 7.88 miles west of East N.P. Ry. Jct. | 5 | West End |
| Eighth 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 |
| Ninth 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 |
| Tenth 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 |
| Kerry | 5.43 miles west of Park River | 25 | Both Ends |
| Easby | 5.53 miles west of Osnabrock | 30 | Both Ends |
| Eleventh Subdivision | | | |
| Herriott | 4.58 miles west of Minto..... | 40 | Both Ends |
| Twelfth Subdivision | | | |
| Leyden | 5.44 miles west of Backoo.... | 35 | Both Ends |
| Thirteenth Subdivision | | | |
| Weaver | 4.80 miles west of Hampden.. | 16 | Both Ends |
| Fourteenth Subdivision | | | |
| Considine | 6.29 miles west of Cando..... | 35 | Both Ends |
| Fifteenth Subdivision | | | |
| Hong | 7.24 miles west of York..... | 15 | Both Ends |
| Sixteenth Subdivision | | | |
| Leverich | 6.34 miles west of Rugby.... | 10 | Both Ends |
| Kuroki | 6.00 miles west of Westhope.. | 21 | Both Ends |
| Seventeenth Subdivision | | | |
| Dunning | 5.95 miles west of Newburg.... | 15 | Both Ends |
| Eighteenth Subdivision | | | |
| Wolseth | 4.99 miles west of Deering.... | 15 | Both Ends |
| Forfar | 5.26 miles west of Glenburn.. | 26 | Both Ends |
| Nineteenth 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 miles 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 |

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