

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon, 1849 Medical Arts Building, 9th St. and Nicollet Ave., Minneapolis, Minn.
 Dr. H. M. N. Wynne, Asst. Chief Surgeon.....Minneapolis, Minn.
 Dr. R. D. Campbell, Division Surgeon.....Grand Forks, N. D.
 Dr. G. M. Williamson, Division Surgeon.....Grand Forks, N. D.
 Dr. L. H. Kermott, Division Surgeon.....Minot, N. D.
 Dr. W. F. Sihler, Asst. Div. SurgeonDevils Lake, N. D.
 Dr. R. E. Weible, Asst. Div. Surgeon..... Fargo, N. D.
 Dr. Frank Wheelon, Asst. Div. Surgeon.....Minot, N. D.
 Dr. H. W. Goehrs, Asst. Div. SurgeonSt. Cloud, Minn.
 Dr. Egil Boeckmann, Chief Ophthalmic Surg., St. Paul, Minn.
 Dr. C. N. Spratt, Ophthalmic Surgeon.....Minneapolis, Minn.
 Dr. M. B. Kuud, Ophthalmic Surgeon.....Grand Forks, N. D.
 Dr. W. T. Wenner, Ophthalmic SurgeonSt. Cloud, Minn.
 Dr. A. D. Whiting, Ophthalmic Surgeon.....St. Cloud, Minn.
 Dr. Archibald D. McCannel, Ophthalmic Surg.....Minot, N. D.

LOCAL SURGEONS.

Dr. Geo. W. BohlAda, Minn.
 Dr. A. Mahowald Albany, Minn.
 Dr. A. D. Haskell Alexandria, Minn.
 Dr. A. Cyr Barnesville, Minn.
 Dr. J. A. Johnson Bottineau, N. D.
 Dr. C. W. Meckstroth Brandon, Minn.
 Dr. J. A. MacDonald Cando, N. D.
 Dr. George R. Waldron Cavalier, N. D.
 Dr. O. L. Bertelson Crookston, Minn.
 Dr. M. O. Oppegaard Crookston, Minn.
 Dr. G. J. McIntosh Devils Lake, N. D.
 Dr. Cedric Northrop Dunseith, N. D.
 Dr. A. N. Flaten Edinburg, N. D.
 Dr. C. V. McLelland Emerson, Man.
 Dr. P. C. Cowing Evansville, Minn.
 Dr. Kent E. Darrow Fargo, N. D.
 Dr. A. C. Baker Fergus Falls, Minn.
 Dr. G. W. Glaspel Grafton, N. D.
 Dr. C. J. Glaspel Grafton, N. D.
 Dr. H. D. Benwell Grand Forks, N. D.
 Dr. F. F. Stocking Hallock, Minn.
 Dr. W. H. Cuthbert Hillsboro, N. D.
 Dr. F. C. Kohlmeyer Lakota, N. D.
 Dr. W. W. McQueen Langdon, N. D.
 Dr. C. A. Johnson Larimore, N. D.
 Dr. A. B. Lund Leeds, N. D.
 Dr. R. C. Little Mayville, N. D.
 Dr. A. A. Meyer Melrose, Minn.
 Dr. John E. Teisberg Middle River, Minn.
 Dr. Paul Ittkin Mohall, N. D.
 Dr. E. W. Humphrey Moorhead, Minn.
 Dr. A. O. Arneson McVile, N. D.
 Dr. M. T. Savre Northwood, N. D.
 Dr. E. Haberman Osakis, Minn.
 Dr. J. B. James Page, N. D.
 Dr. F. E. Weed Park River, N. D.
 Dr. Milton Greengard Rolla, N. D.
 Dr. J. L. Delmore Roseau, Minn.
 Dr. A. M. Call Rugby, N. D.
 Dr. O. W. Johnson Rugby, N. D.
 Dr. C. L. Sutton St. Cloud Minn.
 Dr. D. W. Kohler St. Joseph, Minn.
 Dr. J. F. DuBois Sauk Centre, Minn.
 Dr. Ralph B. Kettlewell Sauk Centre, Minn.
 Dr. Charles M. Adkins Thief River Falls, Minn.
 Dr. L. H. Landry Walhalla, N. D.
 Dr. H. M. Blegen Warren, Minn.
 Dr. E. E. Greene Westhope, N. D.

A. M. DEVERELL, Chief Dispatcher.
 J. G. TOOMEY, Train Master.
 E. S. PINKERTON, Train Master.
 N. L. GREER, Train Master.



**DAKOTA
 DIVISION**

June 11 + 12

**TIME
 TABLE
 64**

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, August 24, 1941.

P. J. COLITON, SuperIntendent.
 C. McDONOUGH, General Manager.
 J. B. SMITH, General SuperIntendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from St. Cloud	Time Table No. 64 Effective Aug. 24, 1941	Distance from Fargo	Telegraph Calls	SIGNS	FIRST CLASS			
	Hidings	Other Tracks	7	11	31	105						8	32	12	106
			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
75	Yard	1416	L 10.35Pm	L 10.40Am	L 8.50Am		166.96	DX	BCDNJ KRTW XYZ	A 5.45Am	A 2.05Pm	A 6.15Pm			
			10.37	10.42	A 8.52Am	0.70									
82	72	28	10.46	s 10.49		6.87									
85		8		f 10.53		9.64									
90	69	24	10.56	s 11.01		15.04									
98	71	47	11.04	s 11.10		21.09									
102	69	89	11.12	s 11.20		27.36									
108	70	75	s 11.21	s 11.31		33.32									
117	85	123	s 11.41	s 11.45	L 1.30Am	41.60									
					A 1.33Am	41.76									
						42.40									
124	69	27	11.52	f 11.57		49.40									
130	69	83	s 12.02Am	s 12.08Pm		55.21									
186	69	81	12.11	f 12.18		60.87									
141	76	79	s 12.21	s 12.27		66.47									
148	69	28	12.39	s 12.41		73.03									
154	69	42	12.47	s 12.51		78.76									
159	92	104	12.57	s 1.01		83.91									
163		9		f 1.09		88.63									
168	50	28	1.09	s 1.16		92.82									
176	69	82	1.20	s 1.26		100.52									
						110.96									
187	68	173	s 1.39	s 1.43		111.63									
195	90	26	1.53	f 1.55		119.91									
204	69	31	2.05	s 2.04		128.52									
210	69	16	2.14	f 2.13		135.80									
217	Yard	488	s 2.28	s 2.28		142.51									
			A 2.30Am	2.29		148.55									
226	79	82		s 2.38		150.50									
282	49	84		s 2.47		157.07									
235		40		f 2.52		160.81									
				A 2.58Pm		166.09									

AUTOMATIC BLOCK SIGNALS

TRAINS BETWEEN MOORHEAD JCT. AND FARGO JCT. BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

242	Yard	1352	A 3.05Pm	166.96	1.87	FARGO	FO	BDNKR WX	L 1.50Pm
			3.55	4.25	.02	.02			4.05
			36.6	37.8	21.0	8.2			21.0
									4.25
									37.8
									.05
									1.7

Special Instructions.

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

Maximum Speed.

Between Passenger Freight
St. Cloud and Moorhead Jct. 60 miles per hour. 50 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

WESTWARD

SECOND SUBDIVISION

WESTWARD 3

Station Numbers	Car Capacity		Distance from Moorhead Jct.	Time Table No. 64 Effective August 24, 1941	Telegraph Calls	Distance from Fargo Jct.	SIGNS	FIRST CLASS						SECOND CLASS	
	Sidings	Other Tracks						3	209	27	1	11	(132) 127	199	341
	STATIONS							Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. Thur. and Sat.
.....	.....	.....	0.13	.....	MJ	2.91	DNJR WXY	L 6.13Am	.....	L 2.28Pm	L 3.08Pm	L 2.58Pm	L 10.20Pm	.....	.....
.....	.....	.....	0.13	.....	.....	.....	I	.....	.....	.....	.....	.....	.....	.....	.....
241	57	230	0.82	.....	MH	2.09	DNPX BDNKR	s 6.15	.....	s 2.30	s 3.10	s 3.00	s 10.25	.....	.....
242	Yard	1352	1.87	.....	FO	1.04	WX BCDNJKO	s 6.30	L 7.00Am	s 2.40	s 3.20	3.05 4.15	A 10.30Pm	L 6.30Am	L 8.25Am
242	.....	.....	2.91	.....	F	.....	RTWXYZ	A 6.35Am	A 7.05Am	A 2.45Pm	A 3.25Pm	A 4.20Pm	.....	A 6.35Am	A 8.30Am
Time Over Subdivision Average Speed Per Hour								.22 7.9	.05 12.4	.17 10.2	.17 10.2	1.22 2.42	.10 11.2	.05 12.4	.05 12.4

EASTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Moorhead Jct.	Time Table No. 64 Effective August 24, 1941	Telegraph Calls	Distance from Fargo Jct.	SIGNS	FIRST CLASS						SECOND CLASS	
	Sidings	Other Tracks						(131) 128	12	2	210	28	4	342	200
	STATIONS							Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily	Tues. Thur. and Sat.	Daily Ex. Sun.
.....	.....	.....	0.13	.....	MJ	2.91	DNJR WXY	A 6.23Am	A 1.56Pm	A 4.05Pm	.....	A 11.37Pm	A 11.52Pm	.....	.....
.....	.....	.....	0.13	.....	.....	.....	I	.....	.....	.....	.....	.....	.....	.....	.....
241	57	230	0.82	.....	MH	2.09	DNPX BDNKR	s 6.15	s 1.54	4.03	.....	s 11.35	s 11.50	.....	.....
242	Yard	1352	1.87	.....	FO	1.04	WX BCDNJKO	L 6.05Am	s 1.50	s 4.00	A 7.25Pm	s 11.30	s 11.40	A 3.35Pm	A 7.00Pm
242	.....	.....	2.91	.....	F	.....	RTWXYZ	.....	L 1.43Pm	L 3.50Pm	L 7.20Pm	L 11.05Pm	L 11.15Pm	L 3.25Pm	L 6.50Pm
Time Over Subdivision Average Speed Per Hour								.18 6.2	.13 13.2	.15 11.6	.05 12.4	.32 5.5	.37 4.7	.10 6.2	.10 6.2

Special Instructions.

Westward trains are superior to eastward trains of the same class, except No. 2 is superior to No. 209 Fargo Jct. to Fargo. And Nos. 4 and 28 are superior to No. 127 Fargo to Moorhead Jct.

Train No. 28 will use Dakota main track and train No. 4 will use Surrey main track at passenger station Fargo. Train No. 28 to enter this track at crossover just east of Eighth Street and Train No. 4 to use crossover just west of Eighth Street.

Other Dakota Third Subdivision trains use North track known as Dakota main track and other trains originating or destined Minot Division use South track known as Surrey main track between passenger station Fargo and Fargo Junction.

When train order signal at Fargo Jct. indicates proceed, eastward trains may proceed from Fargo Jct. to passenger station Fargo without a clearance, and a clearance received at Fargo signed by the Superintendent will clear westward trains at Fargo Jct. proceeding to the Third Subdivision.

First and second class trains and passenger extras register and receive clearance at Passenger Station Fargo. Other trains at Fargo Jct.

A clearance received at Fargo or Fargo Jct. will clear eastward trains at Moorhead Jct. when train order signal at Moorhead Jct. indicates proceed.

All trains register by card at Moorhead Jct.

A clearance received at Fargo signed by the Superintendent will confer the same authority to a first class train as though received at its initial station in accordance with Rule 83 (B).

Whistle Signals, For Routes At Junctions And Interlocking Plant.
N. P. Ry. Crossing, Moorhead Jct.

First Subdivision—One long.

Minot Division—One long and one short.

Eleventh Subdivision—Three long and one short.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

4 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS			Distance from Fargo Jct.	Time Table No. 64			Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS			SECOND CLASS			
	Siding	Other Troop	405				11	1	3		Effective Aug. 24, 1941						12	4		406			
			Daily				Daily Ex. Sun.	Daily	Daily		STATIONS						Daily Ex. Sun.	Daily		Daily			
242			L	7.30pm	L	4.20pm	L	3.25pm	L	6.35Am		FARGO JCT.	F	74.68	BCDNJKO RTWXYZ	A	1.43pm	A	11.15pm		A	4.00pm	
250	78	40		7.55	f	4.30		3.36	s	6.47	7.44	HARWOOD	WD	67.24	DP	f	1.34	f	11.04			3.36	
256	52	34		8.15	f	4.37		3.43	s	6.57	13.03	ARGUSVILLE	SI	61.65	DP	f	1.27	s	10.55			3.01	
268	72	50		8.35	f	4.46		3.52	s	7.08	19.87	GARDNER	GA	54.81	DP	f	1.19	s	10.45			2.40	
269	50	44		8.55	f	4.54		4.01	s	7.19	28.16	GRANDIN	GN	48.52	DP	f	1.11	s	10.36			2.25	
275		82		9.15	f	5.04		4.10	s	7.29	32.26	KELSO	CS	42.42	DP	f	1.03	f	10.27			2.10	
281	210	89		9.35	s	5.13	s	4.20	s	7.43	38.00	HILLSBORO	HS	36.68	DNPW	s	12.56	s	10.19			1.55	
289	78	36		10.08	f	5.22		4.30	s	7.55	46.88	CUMMINGS	MU	28.85	DP	f	12.46	s	10.08			1.35	
295	60	49		10.20	f	5.31		4.39	s	8.05	51.88	BUXTON	BU	22.80	DP	f	12.38	s	9.58			1.20	
800	57	44		10.30	f	5.38		4.45	s	8.15	56.78	REYNOLDS	RD	17.90	DP	f	12.31	s	9.50			1.05	
807	50	42		10.50	f	5.47		4.55	s	8.27	63.95	THOMPSON	ON	10.73	DP	f	12.21	s	9.41			12.45	
812		29		11.00	f	5.53		5.02	f	8.35	63.87	MERRIFIELD		5.81	P DNIJ XY	f	12.15	f	9.33			12.30	
817			A	11.15pm	A	6.00pm	A	5.10pm	A	8.44Am	74.68	PA TOWER	PA			L	12.06pm	L	9.25pm			L 12.16pm	
				8.45 19.9		1.40 44.8		1.45 42.7		2.09 34.7		Time Over Subdivision Average Speed Per Hour						1.37 46.2		1.50 40.7			3.44 19.8

Special Instructions.

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

First class trains and passenger extras register and receive clearance at passenger station Fargo. Other trains at Fargo Jct. A clearance received at Fargo signed by the Superintendent will clear westward trains to Third Subdivision at Fargo Jct. when train order signal at Fargo Jct. indicates proceed.

No. 1 Stops at any Station between Fargo and Grand Forks to pick up Revenue Passengers for Points West of Williston where No. 1 is scheduled to stop.

Inside crossover Switch Hillsboro Siding must be left lined for Siding.

Maximum Speed.

Between	Passenger	Freight
Fargo Jct. and Hillsboro	50 miles per hour.	40 miles per hour.
Hillsboro and PA Tower	60 miles per hour.	50 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

WESTWARD

FOURTH SUBDIVISION

WESTWARD 5

Station Numbers	Car Capacity		Distance from Crookston Yard	Time Table No. 64 Effective Aug. 24, 1941	Distance from Grand Forks	Telegraph Call	SIGNS	FIRST CLASS				THIRD CLASS			
	Sidings	Other Tracks						7	35	131	(136)				(406)
											133				607
STATIONS								Daily	Daily Ex. Mon.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.		
A298	Yard	418	.....	.....CROOKSTON YARD.....	27.13	CA	BCJNP TWXYZ	L 6.05Am		L 7.40Pm				
			0.81	.....CROOKSTON JUNCTION.....	26.32		JPWX	L 4.41Am	6.06	L 8.45Am	7.42			
A299		172	1.98	.....CROOKSTON.....	25.15	C	BDNK RX	s 4.53	s 6.20	s 9.05	A 7.45Pm			
		84	3.55	.....NOYES JUNCTION.....	23.58		JPXY	A 4.56Am	6.23	A 9.13Am				L 7.45Am
M5	49	19	7.00	.....HIXON.....	20.13		P		6.28					7.55
				.....FISHER.....	14.30	FH	DP		s 6.36					8.15
M18	50	18	20.20	.....MALLORY.....	6.93	RY	DP		t 6.46					8.30
M24	Yard	325	26.34	.....EAST GRAND FORKS.....	0.79		X		s 6.55					8.50
320	Yard	2508	27.13	.....GRAND FORKS.....		GF	BCDNK ORTWXZ		A 7.00Am					A 9.00Am
Time Over Subdivision Average Speed Per Hour								.15 6.8	.55 29.6	.28 5.9	.05 23.7			1.15 18.8	

EASTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Crookston Yard	Time Table No. 64 Effective Aug. 24, 1941	Distance from Grand Forks	Telegraph Call	SIGNS	FIRST CLASS				SECOND CLASS		
	Sidings	Other Tracks						(135)	132	36	8			(405)
								134						404
STATIONS								Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily		
A298	Yard	418	.....	.....CROOKSTON YARD.....	27.13	CA	BCJNP TWXYZ	A 9.10Am		A 11.40Pm			
			0.81	.....CROOKSTON JUNCTION.....	26.32		JPWX	9.08	A 8.05Pm	11.38	A 11.23Pm		
A299		172	1.98	.....CROOKSTON.....	25.15	C	BDNK RX	L 9.05Am	s 8.00	11.35	s 11.20		
		84	3.55	.....NOYES JUNCTION.....	23.58		JPXY		L 7.20Pm	10.50	L 11.06Pm		A 1.30Am
M5	49	19	7.00	.....HIXON.....	20.13		P			10.44			1.20
				.....FISHER.....	14.30	FH	DP			10.38			
M10	111	51	12.77	.....MALLORY.....	6.93	RY	DP		t 10.28				1.08
M18	50	18	20.20	.....EAST GRAND FORKS.....	0.79		X		t 10.16				12.53
M24	Yard	325	26.34	.....GRAND FORKS.....		GF	BCDNK ORTWXZ		s 10.06				12.40
320	Yard	2508	27.13						L 10.00Pm				L 12.30Am	
Time Over Subdivision Average Speed Per Hour								.05 23.7	.45 4.7	1.40 16.8	.17 9.7		1.00 23.6	

Special Instructions.

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

Between CROOKSTON AND NOYES JCT.: Fourth subdivision trains to and from Grand Forks use Dakota main track, and Tenth subdivision trains to and from Noyes use Northern main track.

Westward first class trains may proceed from Crookston Yard and Crookston Jct. and Eastward first class trains may proceed from Noyes Jct. to Crookston without a clearance.

Register at Crookston Yard for trains originating and terminating at that station.

Freight trains will not register at Crookston.

A clearance received at Crookston signed by the Superintendent will confer the same authority to a first class train as though received at its initial station in accordance with Rule 83 (B).

Maximum Speed.

Between
Crookston and Grand Forks.

Passenger
50 miles per hour.

Freight
40 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

6 WESTWARD

FIFTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS	FIRST CLASS								Distance from Grand Forks	Time Table		Telegraph Calls	
	Siding	Other Trains	629	631	307	(4) 149	(208) 211	1	201	209	(12) 151	207	205		3	No. 64		STATIONS
			Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily				Effective August 24, 1941
330	Yard	2508			L 10.25Am	L 9.15Pm		L 5.25Pm	L 3.15Pm		L 12.01Pm		L 10.20Am	L 9.10Am	1.90	GRAND FORKS..	GF	
317			L 6.00Pm		A 10.35Am	A 9.25Pm		5.35	3.21		A 12.06Pm		s 10.24	9.20	2.59	UNIVERSITY.....		
326		22	6.15					f 3.28					f 10.34		6.71	PA TOWER.....	PA	
330		79	6.30					5.48	3.35				10.43	9.32	11.06	POWELL.....		
335		79	40	6.50				5.54	s 3.44				s 10.53	9.39	15.70	OJATA.....		
341		79	32	7.19				6.02	s 3.55				s 11.05	9.47	21.73	EMERADO.....	DO	
347	Yard	717		8.10				6.10	A 4.10Pm				s 11.20	s 9.57	27.76	ARVILLA.....	RF	
354		71	14	8.40				6.21					A 11.25Am		30.14	LARIMORE.....	KI	
361	E-70 W-49	36		9.05				6.31						s 10.19	34.93	HANNAH JUNCTION.		
367		32		9.30				6.40						s 10.30	38.73	SHAWNEE.....		
378	E-74 W-59	32		9.55				6.48						s 10.40	41.66	NIAGARA.....	NA	
378		37		10.15				6.54						f 10.48	47.96	PETERSBURG....	BE	
388		71	193	10.45			L 6.00Pm	s 7.05			L 11.20Am			s 11.04	53.72	MICHIGAN.....	HI	
387		70	32	11.05				s 6.11	7.12		A 11.22Am			f 11.12	58.41	MAPES.....	MA	
398		72	29	11.25				s 6.22	7.18					s 11.20	64.12	LAKOTA.....	B	
397		74	34	11.45				s 6.35	7.25					s 11.32	64.45	SARLES JUNCTION.		
408		70	21	12.01Am				f 6.45	7.33					f 11.39	68.19	BARTLETT.....	BA	
408	Yard	849		A 12.30Am	L 6.00Am			A 6.55Pm	s 7.50		L 1.40Pm			s 12.01Pm	73.09	DOYON.....	DY	
415		73	43		6.30				8.03		f 1.55			12.11	77.90	CRARY.....	CY	
421		76	33		6.50				8.11		s 2.05			f 12.20	83.51	KEITH.....		
427		115	127		7.30				8.19		A 2.15Pm			s 12.30	88.72	DEVILS LAKE....	WS	
434		70	29		7.50				8.28					f 12.39	92.92	M. St. P. & S. S. M. Ry. Cg.		
438		70	29		8.15				8.33					s 12.47	95.82	GRAND HARBOR..		
445		81	132		8.35				8.41					s 1.03	101.70	PENN.....	PN	
451		56	34		9.00				8.49					s 1.12	107.67	CHURCHS FERRY..	FY	
456		70	37		9.20				8.57					s 1.20	114.82	PLEASANT LAKE..	A	
460		50	18		9.40				9.03					f 1.26	119.09	NILES.....		
465		78	250		10.15				s 9.13					s 1.44	125.41	LEEDS.....	JD	
471		70	18		10.45				9.20					s 1.54	128.41	YORK.....	XN	
477		71	35		11.10				9.29					s 2.04	131.41	KNOX.....	OX	
484		69	113		11.35				9.39					s 2.19	138.98	PLEASANT LAKE..	A	
492		70	17		12.05Pm				9.50					f 2.30	141.81	FERO.....		
498		70	15		12.25				9.59					f 2.38	145.96	RUGBY.....	RU	
504		70	140		12.55				10.09					s 2.57	151.18	TUNBRIDGE.....	UN	
512		71	28		1.35				10.19					s 3.11	157.47	BERWICK.....	BK	
519		70	36		A 2.10Pm				A 10.30Pm					A 3.25Pm	164.94	TOWNER.....	OW	
					6.30 13.6				8.10 18.6					.10 15.5				
					.10 15.5				.55 26.9					5.05 39.3				
					.55 26.9				.55 30.2					.35 32.5				
					.05 31.1				.05 31.1					.02 10.0				
					1.05 27.8				6.15 31.9					6.15 31.9				
					Time Over Subdivision													
					Average Speed Per Hour													

Special Instructions.

Westward trains are superior to eastward trains of the same class.
ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

Maximum Speed.

Between Passenger Freight.
PA Tower and Surrey. 60 miles per hour. 50 miles per hour.

FIFTH SUBDIVISION

EASTWARD 7

Time Table No. 64 Effective Aug. 24, 1941.	Distance from Surrey	SIGNS	FIRST CLASS								SECOND CLASS	THIRD CLASS			
			(8) 144	(207) 212	202	210	4	(1) 142	208	(11) 152	206	308	632	630	
			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	
DOUBLE TRACK	GRAND FORKS.	199.89	BCDNK ORTWXZ	A 8.50Am	A 11.45Am	A 9.00Pm	A 5.15Pm	A 6.05Pm	A 7.55Pm	A 8.10Pm					
	UNIVERSITY.	197.99	P		s 11.40			f 6.02	f 7.51						
	PA TOWER.	197.30	DNIJXY	L 8.44Am	11.38	8.54	L 5.10Pm	L 6.00Pm	7.50	L 8.00Pm			A 10.30Pm		
	POWELL.	193.18	P		f 11.29				f 7.44				10.20		
	OJATA.	188.83	P		11.23	8.38			7.38				10.10		
	EMERADO.	184.19	DP		f 11.15	8.31			s 7.30				9.55		
	ARVILLA.	178.16	DP		f 11.05	8.21			s 7.19				9.40		
	LARIMORE.	172.13	BCDNJK PRWXY		L 10.55Am	s 8.10			s 7.09				9.20		
	HANNAH JUNCTION.	169.75	JPX			8.03			L 7.03Pm						
	SHAWNEE.	164.96	P			f 7.55							8.40		
	NIAGARA.	158.23	DPW			s 7.45							8.15		
	PETERSBURG.	151.93	DP			s 7.35							7.59		
	MICHIGAN.	146.17	DPW			s 7.26							7.45		
	MAPES.	141.48	DP			f 7.16							7.30		
	LAKOTA.	135.77	DNPRX		A 10.40Am	s 7.05		A 5.40Pm					7.05		
	SARLES JUNCTION.	135.44	JXY					L 5.38Pm							
	BARTLETT.	131.70	DP		s 10.26	f 6.52							6.11		
	DOYON.	128.80	DPW		s 10.16	s 6.43							5.50		
	CRARY.	121.99	DP		s 10.06	s 6.35							5.30		
	KEITH.	116.38	P		f 9.55	f 6.26							5.15		
	DEVILS LAKE.	111.17	BCDNJK ORTWXYZ		L 9.45Am	A 11.40Am	s 6.19					A 11.50Am	L 5.00Pm		
	M. St. P. & S. M. Ry. Cg.	108.97	I												
	GRAND HARBOR.	104.07	P			f 11.21	f 5.56					11.21			
	PENN.	98.19	DP			s 11.10	s 5.48					10.58			
	CHURCH'S FERRY.	92.22	BDJPR WXY			L 10.59Am	s 5.39					10.45			
	NILES.	85.07	P			f 5.28						10.15			
	LEEDS.	80.80	DPW			s 5.21						9.55			
	YORK.	74.48	BDJP WXY			s 5.09						9.25			
	KNOX.	68.48	DP			s 4.56						9.00			
	PLEASANT LAKE.	62.96	DP			f 4.47						8.25			
	FERO.	58.58	P			f 4.39						8.00			
	RUGBY.	53.93	BCDNJK PTWXY			s 4.31						7.35			
	TUNBRIDGE.	48.71	DP			f 4.13						7.10			
	BERWICK.	42.42	DP			s 4.04						6.40			
	TOWNER.	34.95	BDJKP WXY			s 3.54						6.05			
	DENBIGH.	26.24	P			f 3.38						5.20			
	RIGA.	20.69	P			f 3.31						5.00			
	GRANVILLE.	14.09	BDJKP WXY			s 3.23						4.35			
	NORWICH.	7.23	P			s 3.11						4.00			
	SURREY.		DNIJR			L 3.00Pm						L 3.30Am			
Time Over Subdivision															
Average Speed Per Hour															
				.06 25.9	.55 26.9	.50 33.3	.41 28.1	6.00 33.3	.05 31.1	.02 10.0	.05 31.1	.52 34.7	.10 15.5	8.20 13.3	5.30 15.7

Special Instructions.

Maximum Speed.

Westward trains are superior to eastward trains of the same class.
ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

Between
PA Tower and Surrey.

Passenger
60 miles per hour.

Freight.
50 miles per hour.

8 WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Fergus Falls	Time Table No. 64		Telegraph Calls	SIGNS	SECOND CLASS			
	Other Tracks					301		Effective August 24, 1941				302			
						Daily Ex. Sunday		STATIONS			Daily Ex. Sunday				
187						L 1.40Pm		FERGUS FALLS	GS	BDN RTWX	A 9.20Am				
TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS BE GOVERNED BY FIRST SUBDIVISION SCHEDULES.															
						L 1.42Pm	0.67	0.67							
						s 1.43	0.94	0.94	0.67						
L-8	27					s 2.01	8.81	8.81	0.27						
L-16	25					s 2.23	16.35	16.35	7.87						
L-21	51					A 2.45Pm	22.35	22.35	7.54						
									8.00						
									Time Over Subdivision						
									Average Speed Per Hour						

Special Instructions.

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

Maximum Speed.

Gas or Oil, Electric

Steam

ADDITIONAL SPECIAL

INSTRUCTIONS SEE PAGES

Between Pelican Jct. and Pelican Rapids. 30 miles per hour. 25 miles per hour. 25 miles per hour.

17 and 18.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Bedford	Time Table No. 64		Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	601		209			Effective August 24, 1941					210		602		Daily Ex. Sunday	Tues., Thur. and Sat.
			Mon., Wed. and Fri.		Daily Ex. Sunday		STATIONS									
FS41					L 9.10Am		BEDFORD	W	101.38	DNIJ RW		A 5.35Pm				
T16	Yard	282		L 9.00Am	s 9.19	1.53	1.53	PAGE	GE	99.86	B DPRXY	s 5.30		A 5.15Pm		
T23		84		9.35	s 9.35	8.65	7.12	COLGATE	CG	92.78	DP	s 5.12		4.55		
T29	51	63		10.01	s 9.50	14.92	8.27	HOPE	HO	86.46	D	s 4.59		4.20		
T36		87		10.20	s 10.05	21.26	6.34	BLABON	BN	80.12	DP	s 4.43		3.55		
T39		23		10.30	f 10.10	24.18	2.92	PICKERT		77.20	P	f 4.35		3.30		
						26.78	2.60	WATER TANK		74.60	W					
T44	87	84		11.05	s 10.24	29.25	2.47	FINLEY	FN	72.13	DP	s 4.25		3.05		
T50		88		11.25	s 10.41	35.75	6.50	SHARON	QN	65.63	DP	s 4.11		2.30		
T57	47	63		11.59	s 10.59	42.81	7.06	ANETA	NE	53.57	CDP	s 3.55		1.45		
T62		80		12.15Pm	s 11.12	47.79	4.98	KLOTEN	KN	53.59	DP	s 3.43		12.55		
T68		45		12.40	s 11.27	53.73	5.94	McVILLE	VI	47.65	DP	s 3.31		12.25Pm		
T75		39		1.05	s 11.44	61.05	7.32	PEKIN	K	40.33	DP	s 3.16		11.44		
T81		40		1.30	s 12.01Pm	68.81	5.78	TOLNA	N	34.57	DP	s 3.04		11.15		
T88		31		2.05	s 12.13	73.17	6.36	HAMAR	HM	28.21	DP	s 2.52		10.50		
T94		51		2.40	s 12.29	79.56	6.39	WARWICK	WA	21.82	DPW	s 2.40		10.25		
T101		44		3.10	s 12.46	86.84	7.25	TOKIO	KY	14.54	DP	s 2.27		9.50		
T110		80		3.40	s 1.01	96.10	9.26	FORT TOTTEN	NR	5.28	DP	s 2.10		9.25		
408	Yard	644		A 4.00Pm	A 1.15Pm	101.38	5.28	DEVILS LAKE	WS		BCDNJK ORWXY	L 2.00Pm		L 9.00Am		
				7.00		4.05		Time Over Subdivision				3.35		8.15		
				14.5		24.8		Average Speed Per Hour				28.3		12.1		

Special Instructions.

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

Delores Mission Spur is a flag stop for trains 209, 210, 601 and 602.

Maximum Speed.

GAS OR OIL ELECTRIC
Passenger Handling Frt. Cars
50 miles per hour. 40 miles per hour.Steam
Passenger Freight
45 miles per hour. 40 miles per hour.ADDITIONAL SPECIAL
INSTRUCTIONS SEE PAGES
17 and 18.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Vance	Time Table No. 64			Telegraph Calls	Distance from Larimore	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	591		197			Effective August 24, 1941.						198		592	
			Mon., Wed. and Fri.	Daily Ex. Sun.	STATIONS			Daily Ex. Sun.		Tues., Thur. and Sat.							
FB28	69		L	8.15Am	L	8.00Am		VANCE	VA	66.07	JPY	A	6.40Pm	A	3.45Pm		
R70		33		8.35	s	8.12	4.93	4.93 ARTHUR	AU	61.14	DP	s	6.24		3.20		
R76		34		9.00	s	8.26	10.96	6.03 HUNTER	UN	55.11	DP	s	6.12		2.35		
R82		37		9.15	f	8.36	16.74	5.78 GREENFIELD		49.33	P	f	6.01		2.00		
R85		23		9.25	f	8.42	19.47	2.73 PRESTON		46.60		f	5.55		1.45		
R87		42		9.40	s	8.51	21.64	2.17 BLANCHARD	CD	44.43	DP	s	5.50		1.35		
R98		11		10.03	f	9.03	27.98	6.34 MURRAY		38.09	P	f	5.38		12.55		
R99		108		11.00	s	9.18	33.52	5.54 MAYVILLE	MV	32.55	DPW	s	5.24		12.15Pm		
R103		19		11.25	f	9.27	38.48	4.98 PORTLAND JCT.		37.59	JPY	f	5.14		11.20		
R110	57	57		12.05Pm	s	9.45	45.00	6.52 HATTON	HT	21.07	DP	s	5.02		11.00		
R118		59		12.45	s	10.12	53.49	8.49 NORTHWOOD	WD	12.58	DPW	s	4.48		10.12		
R125		40		1.10	s	10.27	59.76	6.27 KEMPTON	MT	6.31	DP	s	4.30		9.30		
347	Yard	717		A 1.30Pm	A	10.45Am	66.07	6.31 LARIMORE	KI		BCDNJK PRWXY	L	4.15Pm	L	9.00Am		
				5.15 12.6		2.45 24.0		Time Over Subdivision Average Speed Per Hour					2.25 27.3		6.45 9.8		

Special Instructions.

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

Maximum Speed.

GAS OR OIL ELECTRIC
Passenger Handling Frt. Cars
40 miles per hour. 85 miles per hour.

Steam
Passenger
85 miles per hour.

Freight
25 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

WESTWARD

NINTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Erie Jct.	Time Table No. 64			Telegraph Calls	Distance from Portland Jct.	SIGNS	SECOND CLASS			
	Sidings	Other Tracks	341					Effective August 24, 1941.						342			
			Tues., Thurs. and Sat.	STATIONS				Daily Ex. Sun.		Tues., Thurs. and Sat.							
B15						L	9.55Am		ERIE JUNCTION		32.86	JPR	A	1.35Pm			
B20		27				s	10.05	1.63	1.63 ERIE		31.28		s	1.30			
B31		85				s	10.35	12.87	10.74 GALESBURG		20.49		s	12.55			
B36		29				s	10.50	17.79	5.42 CLIFFORD		18.07		s	12.40			
B42		29				s	11.05	24.02	6.30 ROSEVILLE		8.77		s	12.25			
B47	24	40				s	11.25	28.34	4.25 PORTLAND	RA	4.52	D	s	12.10Pm			
R103		19				A	11.40Am	32.86	4.52 PORTLAND JUNCTION			JPRY	L	11.50Am			
							1.45 18.8		Time Over Subdivision Average Speed Per Hour					1.45 18.8			

Special Instructions.

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

Maximum Speed.

Between
Erie Jct. and Portland Jct.

Passenger

Freight
20 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

10 WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from Barnesville Jct.	Time Table No. 64		Telegraph Calls	Distance from Noyes	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	547	405	131	7		Effective August 24, 1941					132	8	406	548
			Mon., Wed. and Fri.	Daily	Daily	Daily		STATIONS	Daily Ex. Sunday				Daily	Daily Ex. Sunday	Tues., Thur and Sat.	
.....	.....	.....	L 6.00Am	.....	.....	L 2.30Am	.....	.....	.....	.....	172.08	IJPX	.....	A 1.40Am	.....	A 3.30Pm
A225	86	.....	6.35	.....	.....	f 2.40	6.72	.....	.....	DO	165.36	DP	.....	f 1.30	.....	3.00
A231	14	.....	6.50	.....	.....	.....	12.18	.....	.....	.....	159.90	.....	.....	.....	.....	2.30
A235	20	27	7.20	.....	.....	s 2.56	16.39	.....	.....	ND	155.69	DNI PW	.....	s 1.16	.....	2.15
A242	83	.....	7.40	.....	.....	f 3.07	23.07	.....	.....	.....	149.01	DP	.....	f 1.03	.....	1.40
A250	84	.....	8.20	.....	.....	s 3.19	30.91	.....	.....	FN	141.17	DP	.....	s 12.52	.....	1.15
A255	88	.....	8.55	.....	.....	s 3.31	38.01	.....	.....	BO	134.07	DP	.....	s 12.41	.....	12.45
A260	11	.....	9.10	.....	.....	f 3.36	41.21	.....	.....	.....	130.87	.....	.....	f 12.34	.....	12.20
A265	48	109	10.15	.....	.....	s 3.47	46.24	.....	.....	J	125.84	DNPW	.....	s 12.25	.....	12.01Pm
A271	81	.....	10.45	.....	.....	f 3.55	51.26	.....	.....	.....	120.82	P	.....	f 12.14	.....	11.00
A275	87	.....	11.10	.....	.....	s 4.03	56.09	.....	.....	K	115.99	DP	.....	s 12.07Am	.....	10.35
A282	42	.....	11.35	.....	.....	s 4.13	63.26	.....	.....	DA	108.82	DPW	.....	s 11.55	.....	10.00
A288	84	.....	12.05Pm	.....	.....	f 4.23	69.24	.....	.....	.....	102.84	P	.....	f 11.46	.....	9.35
A292	85	.....	12.20	.....	.....	f 4.31	73.63	.....	.....	.....	98.45	P	.....	f 11.39	.....	9.20
.....	.....	.....	12.55	.....	.....	L 8.40Am	4.39	78.49	.....	.....	93.59	JX	A 8.08Pm	11.32	.....	9.05
A298	Yard	418	A 1.00Pm	.....	.....	.....	79.04	.....	.....	CA	93.61	BCJNP RWXY	.....	.....	.....	L 9.00Am
.....	.....	.....	.....	.....	.....	A 8.45Am	A 4.41Am	79.28	.....	.....	92.80	JPWX	L 8.05Pm	L 11.23Pm	.....	.....

TRAINS BETWEEN CROOKSTON YARD AND NOYES JCT. WILL BE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.

.....	64	.....	L 2.00Am	.....	L 9.13Am	L 4.56Am	82.08	.....	.....	.....	90.00	JPXY	A 7.20Pm	A 11.06Pm	A 6.40Am	.....
A306	25	.....	2.30	.....	f 9.23	5.04	83.51	.....	.....	.....	88.57	I	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	87.07	.....	.....	.....	85.01	P	f 7.10	10.58	6.20	.....
.....	.....	.....	.....	.....	.....	.....	91.58	.....	.....	.....	80.50	I	.....	.....	.....	.....
A313	84	.....	2.59	.....	s 9.36	5.13	94.33	.....	.....	CD	77.75	DPW	s 6.56	10.48	6.00	.....
A321	80	.....	3.30	.....	s 9.52	5.24	102.47	.....	.....	GU	69.61	P	s 6.38	10.36	5.24	.....
A329	50	92	4.15	.....	s 10.13	s 5.37	110.95	.....	.....	W	61.13	DNI PW	s 6.22	s 10.23	4.15	.....
A339	88	.....	4.50	.....	s 10.36	f 5.50	120.76	.....	.....	AG	51.32	DPW	s 6.01	10.08	3.30	.....
A348	98	.....	5.20	.....	s 10.59	s 6.04	129.21	.....	.....	NE	42.87	DPW	s 5.45	f 9.56	3.01	.....
A356	87	.....	5.50	.....	s 11.19	6.18	137.74	.....	.....	AN	34.34	DP	s 5.28	9.43	2.30	.....
A361	43	.....	6.27	.....	s 11.33	6.27	142.55	.....	.....	KY	29.53	P	s 5.18	9.35	2.10	.....
A370	54	41	6.59	.....	s 11.59	s 6.43	151.81	.....	.....	KA	20.27	DPW	s 5.01	s 9.21	1.40	.....
A376	40	.....	7.25	.....	s 12.15Pm	6.55	157.37	.....	.....	NC	14.71	P	s 4.45	9.08	12.55	.....
A383	34	.....	7.55	.....	s 12.33	7.06	164.08	.....	.....	HU	8.05	P	s 4.32	8.59	12.30Am	.....
.....	.....	.....	.....	.....	12.45	.....	169.57	.....	.....	.....	2.51	JPXY	4.20	.....	.....	.....
A390	83	.....	.....	.....	s 12.59	.....	171.36	.....	.....	BY	4.30	DPR	s 4.15	.....	.....	.....
.....	.....	.....	8.15	.....	.....	7.15	169.57	.....	.....	.....	2.51	JPXY	4.05	8.49	11.55	.....
A391	Yard	88	A 8.30Am	.....	A 1.20Pm	A 7.22Am	172.08	.....	.....	NY	.....	BCDNI RX	L 4.00Pm	L 8.45Pm	L 11.00Pm	.....
.....	.....	.....	7.00	6.30	4.40	4.52	.....	.....	.....	.....	.....	.....	4.08	4.55	7.40	6.30
.....	.....	.....	11.8	13.8	20.0	35.3	.....	.....	.....	.....	.....	.....	22.6	35.0	11.7	12.1

Special Instructions.

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

Between Barnesville Jct. and Crookston Jct. Passenger 50 miles per hour Freight 40 miles per hour
Noyes Jct. and Argyle 55 miles per hour 40 miles per hour
Argyle to Noyes 50 miles per hour 30 miles per hour

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Moorhead Jct.	Time Table No. 64 Effective August 24, 1941.	Telegraph Calls	Distance from Crookston Yard	SIGNS	FIRST CLASS	THIRD CLASS
	Sidings	Other Tracks	555	131						132	556
			Tues. Thur. and Sat.	Daily Ex. Sunday	STATIONS						
			6.20	2.17	Time Over Subdivision			2.12	5.50		
			10.4	28.9	Average Speed Per Hour			30.0	11.3		
P 54	27		L 7.00Am	L 6.23Am	8.03	MOORHEAD JCT.	66.51	DNIJ RWXY	A 10.20Pm	A 2.50Pm	
P 61	30		7.45	6.37	8.03	KRAGNES	68.49	D	f 10.03	2.05	
P 68	29		8.25	6.53	14.86	GEORGETOWN	51.65	D	s 9.49	1.35	
P 74	39		8.55	7.07	21.50	PERLEY	45.01	D	s 9.35	12.55	
			9.30	7.19	27.49	HENDRUM	39.02	D	s 9.21	12.20Pm	
					29.19	WATER TANK	37.32	W			
P 80	33	30	10.15	7.34	33.61	HALSTAD	32.90	D	s 9.08	11.35	
P 87	39		10.55	7.48	41.15	SHELLY	25.36	D	s 8.53	10.59	
P 92	67		11.30	7.59	45.92	NIELSVILLE	20.59	D	s 8.43	10.35	
P 97	57		12.10Pm	8.11	51.47	CLIMAX	15.04	D	s 8.33	10.10	
P103	53		12.40	8.23	57.37	ELDRED	9.14	D	s 8.23	9.45	
P109	25		1.05	8.34	63.29	GIRARD	3.22		f 8.13	9.10	
			A 1.20Pm	A 8.40Am	65.96	M. N. JUNCTION	0.55	JX	L 8.08Pm	L 9.00Am	

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

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Red Lake Falls Junction	Time Table No. 64 Effective August 24, 1941.	Telegraph Calls	Distance from Warrard	SIGNS	FIRST CLASS	THIRD CLASS
	Sidings	Other Tracks	553	135						136	554
			Daily Ex. Sunday	Daily Ex. Sunday	STATIONS						
			7.35Am	9.45Am	TILDEN JUNCTION			7.10Pm	3.20Pm		
Y 17			L 7.35Am	L 9.45Am	115.30		ON	DNIJR	A 7.10Pm	A 3.20Pm	

TRAINS BETWEEN TILDEN JUNCTION AND RED LAKE FALLS JUNCTION WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

N 13	20		L 8.10Am	L 10.10Am	2.10	RED LAKE FALLS JUNCTION	104.40	JR	A 6.45Pm	A 2.45Pm
N 23	20		8.35	10.17	12.35	RED LAKE FALLS	102.30	DW	s 6.35	2.35
N 31	31	57	9.13	10.37	20.04	ST. HILAIRE	92.05	DJY	s 6.08	1.50
			10.40	11.01	20.04	THIEF RIVER FALLS	85.34	DRWX	s 5.50	1.00Pm
					22.66	M. ST. P. & S. S. M. RY. CROSSING	81.74			
N 38	15		11.14	11.14	26.49	STEINER	77.91		f 5.24	11.14
N 41	35		11.50	11.26	31.90	HOLT	72.60	D	s 5.13	10.40
N 51	46		12.30Pm	11.43	41.86	MIDDLE RIVER	62.54	D	s 4.55	10.10
N 59	34		12.55	11.59	50.27	STRATHCONA	54.13		s 4.39	9.40
N 70	63		1.40	12.18Pm	60.53	GREENBUSH	43.87	DW	s 4.19	9.15
N 79	51		2.10	12.35	70.01	BADGER	34.39	D	s 4.02	8.45
N 86	16		2.35	12.47	76.85	FOX	27.55		s 3.49	8.25
N 92	55		3.38	1.05	93.01	ROSEAU	21.39	DW	s 3.38	8.10
N101	15		4.10	1.24	92.11	SALOL	12.29		s 3.20	7.30
					103.80	C. N. RY. CROSSING	0.60	I BCDR WXY		
N114	Yard	204	A 5.00Pm	A 1.50Pm	104.40	WARRARD			L 3.00Pm	L 7.05Am
			9.25	4.05	Time Over Subdivision			4.10	8.15	
			12.2	28.2	Average Speed Per Hour			27.7	14.0	

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

Special Instructions.

Eleventh and Twelfth Subdivisions.

All trains register by card at Moorhead Jct.

Maximum Speed

Between Moorhead Jct. and M. N. Jct.

Gas or Oil Electric

Passenger 40 MPH
Handling freight cars.....35 MPH

Steam

Passenger 35 MPH
Freight 25 MPH

Red Lake Falls Jct. and Warrard

Gas or Oil Electric

Passenger 40 MPH
Handling freight cars.... 30 MPH

Steam

Passenger 35 MPH
Freight 25 MPH
St. Hilaire and Wylie
Freight 15 MPH

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18

12 WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from Grand Forks	Time Table No. 64			Telegraph Calls	Distance from Gretna	SIGNS	FIRST CLASS		SECOND CLASS	THIRD CLASS
	Sidings	Other Tracks	543	307		139		Effective August 24, 1941						140		308	544
			Mon., Wed. and Fri.	Daily Ex. Sunday		Daily Ex. Sunday		STATIONS						Daily Ex. Sunday		Daily Ex. Sunday	Tues. Thur. and Sat.
317			L 5.10Am	L 10.35Am			2.59	PA TOWER.....	PA	80.77	DNIJXY			A 8.00Pm	A 4.00Pm		
							8.89	N. P. CROSSING.....		79.47							
O-12	58		6.00	s 11.08			14.41	MANVEL.....	MV	68.95	DP			s 7.35	3.05		
O-24	82	48	6.40	s 11.39			26.47	ARDOCH.....	HN	58.89	DP			s 7.03	2.15		
							26.49	M. ST. P. & S. S. M. CROSSING.....		58.87	I						
O-30		87	7.30	s 11.55			32.81	MINTO.....	MT	50.75	DPW			s 6.43	1.40		
O-35		40	7.45	f 12.07Pm			37.21	HERRIOTT.....		46.15	P			f 6.27	1.05		
							40.80	N. P. CROSSING.....		42.56							
O-39	90	131	A 8.15Am	s 12.36	L 12.46Pm		41.49	GRAFTON.....	FN	41.87	BCDP RWX	A 5.45Pm		s 6.15	L 12.46Pm		
		50		12.40			42.23	GRAFTON JUNCTION.....		41.13	JPXY	L 5.40Pm		5.35			
O-46		97		s 1.00			47.98	AUBURN.....	AU	35.38	DP			s 5.25			
O-53		126		s 1.15			55.82	ST. THOMAS.....	MS	27.74	DP			s 5.03			
O-59		38		s 1.36			61.68	GLASSTON.....		21.68	P			s 4.38			
O-66		67		s 2.00			68.63	HAMILTON.....	H	14.73	DP			s 4.18			
O-71		51		s 2.20			73.76	BATHGATE.....	VD	9.60	DP			s 3.53			
O-79	Yard	158		s 2.45			81.62	NECHE.....	CH	1.74	DPRWX			s 3.30			
				A 2.55Pm			83.36	GRETTA.....	N		DJPXY			L 3.05Pm			
			3.05 12.6	4.20 18.6		.03 14.8		Time Over Subdivision Average Speed Per Hour				.05 8.9		4.55 18.4	3.14 12.0		

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS		Distance from Grafton Jct.	Time Table No. 64			Telegraph Calls	Distance from Walhalla	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	543	139	Effective August 24, 1941			140	544							
			Mon., Wed. and Fri.	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	Tues. Thur. and Sat.							
	80		L 10.00Am	L 12.49Pm		47.59	GRAFTON JUNCTION.....	JPXY	A 5.40Pm	A 10.55Am						
OA-7	127		10.20	s 1.02	5.73	41.86	NASH.....	NA	D 5.26	10.20						
OA-14	148		10.50	s 1.24	12.92	34.87	HOOPLE.....	HO	D 5.10	9.50						
OA-18	109		11.25	s 1.36	17.56	30.03	CRYSTAL.....	CT	D 4.56	9.20						
OA-24	45		11.55	s 1.54	23.85	23.74	HENSEL.....	CA	D 4.40	8.50						
OA-32	145		12.45Pm	s 2.24	31.47	16.12	CAVALIER.....	CV	DW 4.20	8.20						
OA-37	35		1.10	s 2.39	36.44	11.15	BACKOO.....	BO	D 4.00	7.40						
OA-42	35		1.30	f 2.53	41.88	5.71	LEYDEN.....		s 3.44	7.20						
OA-48	Yard	230	A 2.00Pm	A 3.10Pm	47.59		WALHALLA.....	WA	CDWXY L 3.30Pm	L 7.00Am						
			4.00 11.9	2.21 20.2			Time Over Subdivision Average Speed Per Hour		2.10 22.0	3.55 12.1						

Special Instructions—Thirteenth and Fourteenth Subdivisions.

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

All trains will approach and pass through Canadian Pacific Yards at Gretna at restricted speed.

Maximum Speed.

Gas or Oil Electric

Steam

	Passenger	Handling Frt. Cars	Passenger	Freight
PA Tower and Grafton	50	45	45	40
Grafton and Neche	40	35	35	30
Grafton Jct. and Walhalla	40	35	35	30

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

14 WESTWARD

SIXTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Lakota	Time Table No. 64			Distance from Saries	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	643		207			Effective August 24, 1941					208		644	
			Mon., Wed. and Fri.		Daily Ex. Sun.			STATIONS					Daily Ex. Sun.		Tues., Thur. and Sat.	
VA-7	15		L 9.00Am		L 11.22Am	0.32	SARLES JUNCTION		72.37	JXY	A 5.38Pm		A 1.45Pm			
			9.25		f 11.34	7.21	RECTOR		65.48		f 5.20		12.55			
VA-12	35		10.05		s 11.49	12.40	M. St. P. & S. S. M. Crossing		64.08							
VA-18	85		10.55		s 12.03Pm	18.66	BROCKET	KO	60.29	D	s 5.09		12.35			
							LAWTON	ON	54.03	D	s 4.56		12.03Pm			
VA-27	32		11.40		s 12.24	27.19	EDMORE	RD	45.50	DW	s 4.37		11.20			
VA-34	26		12.01Pm		s 12.39	33.88	DERRICK		38.81		s 4.22		10.40			
VA-40	44		12.25		s 12.56	40.06	HAMPDEN	DN	32.64	D	s 4.09		10.10			
VA-45	26		12.50		s 1.03	44.85	WEAVER		27.84		s 3.58		9.50			
						48.53	M. St. P. & S. S. M. Crossing		24.16							
VA-53	44		1.15		s 1.28	52.44	MUNICH	MN	20.25	DW	s 3.42		9.25			
VA-60	34		1.46		s 1.46	59.88	CLYDE	CD	12.81	D	s 3.27		8.55			
VA-66	36		2.15		s 2.03	65.82	CALVIN	VN	6.87	D	s 3.15		8.30			
VA-73	78		A 2.30Pm		A 2.20Pm	72.69	SARLES	SA		CDRW XY	L 3.00Pm		L 8.00Am			
			5.30			2.58	Time Over Subdivision					2.38		5.45		
			13.2			24.2	Average Speed Per Hour					27.5		12.6		

WESTWARD

SEVENTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Churob's Ferry	Time Table No. 64			Distance from St. John	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	647		209			Effective August 24, 1941.					210		648	
			Mon., Wed. and Fri.		Daily Ex. Sun.			STATIONS					Daily Ex. Sun.		Tues., Thur. and Sat.	
427			L 7.01Am		L 2.15Pm		CHURCH'S FERRY	FY	54.83	BDJPR WXY	A 10.55Am		A 11.45Am			
X7	25		7.25		s 2.35	7.37	MAZA	Z	47.46	D	s 10.37		11.05			
X15	50	83	8.45		s 3.05	15.38	CANDO	CN	39.45	D	s 10.22		10.22			
X22	35		9.05		s 3.20	21.67	CONSIDINE		33.16		s 10.07		9.05			
X28	35		9.55		s 3.45	27.84	M. St. P. & S. S. M. Ry. Crossing	BS	26.99	D	s 9.55		8.30			
X35	31		10.35		s 4.10	35.16	PERTH	RH	19.67	D	s 9.41		7.50			
X41	26		10.59		s 4.25	41.06	GRONNA		13.77		s 9.28		7.15			
X48	36		11.35		s 4.55	47.41	ROLLA	RO	7.42	DW	s 9.14		6.50			
X55	Yard	278	A 12.01Pm		A 5.10Pm	54.83	ST. JOHN	SJ		CDRXY	L 9.00Am		L 6.00Am			
			5.00			2.65	Time Over Subdivision					1.55		5.45		
			11.0			18.8	Average Speed Per Hour					28.6		9.5		

Special Instructions—Sixteenth and Seventeenth Subdivisions.

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

Maximum Speed.

Gas or Oil Passenger	Electric Handling Frt. Cars	Steam Passenger	Freight
40 miles per hour.	30 miles per hour.	35 miles per hour.	25 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

16 WESTWARD

TWENTIETH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Towner	Time Table No. 64		Telegraph Calls	Distance from Marbus	SIGNS	SECOND CLASS			
	Sidings	Other Tracks				351		Effective August 24, 1941.					352	346		
						Daily Ex. Sunday		STATIONS					Daily Ex. Sat. and Sun.	Sat. only		
484						L 4.05Pm			TOWNER	OW	45.46	BDJKP RWXY	A 1.45Pm	A 10.00Am		
XD 9	10					f 4.25	8.91		8.91 MILROY		36.55		f 1.05	f 9.35		
XD14	85					s 4.45	14.16		5.25 BANTRY	BA	31.30	D	s 12.40	s 9.15		
XD22	85					s 5.15	22.14		7.98 UPHAM	AU	23.32	D	s 12.01Pm	s 8.35		
							26.55		4.41 WATER TANK		18.91	W				
XD30	44					s 5.30	29.50		2.95 DEEP		15.96		s 11.20	s 8.00		
							30.86		1.36 M. St. P. & S. S. M. Ry. Crossing		14.60					
XD35	45					s 5.40	34.82		3.96 NEWBURG	BR	10.64	D	s 10.55	s 7.40		
XD41	15					f 5.55	40.77		5.95 DUNNING		4.69		f 10.20	f 7.15		
XD46	83					A 6.20Pm	45.46		4.89 MAXBASS	MX		CDRW XY	L 10.00Am	L 7.00Am		
						2.15 20.2			Time Over Subdivision Average Speed Per Hour				3.45 12.1	3.00 15.1		

WESTWARD

TWENTY-FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Granville	Time Table No. 64		Telegraph Calls	Distance from Sherwood	SIGNS	SECOND CLASS			
	Sidings	Other Tracks				309		Effective August 24, 1941.					310	312		
						Daily Ex. Sunday		STATIONS					Daily Ex. Sat. and Sun.	Sat. only		
504						L 3.30Pm			GRANVILLE	J	61.22	BDJKP RWXY	A 2.15Pm	A 9.30Am		
XA 7	14					f 3.45	7.07		7.07 RISING		54.15		f 1.45	f 9.00		
XA13	89					s 4.06	13.00		5.93 DEERING	DR	48.22	D	s 1.25	s 8.40		
XA18	15					f 4.19	17.99		4.99 WOLSETH		43.23		f 12.59	f 8.20		
XA25	86					s 4.45	24.47		6.48 GLENBURN	GX	36.75	DW	s 12.35	s 8.00		
XA30	26					f 4.57	29.73		5.26 FORFAR		31.49		f 12.05Pm	s 7.40		
XA35	48					s 5.17	35.27		5.54 LANSFORD	S	25.95	D	s 11.50	s 7.25		
									M. St. P. & S. S. M. Ry. Crossing							
XA41	25					s 5.29	40.63		5.36 TRURO		20.59		s 11.20	s 7.05		
XA46	68					s 5.59	46.36		5.73 MOHALL	MO	14.86	D	s 10.59	s 6.50		
							51.19		4.83 WATER TANK		10.03	W				
XA52	15					s 6.20	54.01		2.82 LORAIN	RI	7.21	D	s 10.20	s 6.20		
XA61	77					A 6.45Pm	61.22		7.21 SHERWOOD	WD		CDRXY	L 10.00Am	L 6.00Am		
						3.15 18.8			Time Over Subdivision Average Speed Per Hour				4.15 15.6	3.30 17.5		

Special Instructions—Twentieth and Twenty-First Subdivisions.

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

Gas or Oil, Electric
Passenger
40 miles per hour.

Maximum Speed.
Steam
Passenger
85 miles per hour.

Freight
25 miles per hour.

ADDITIONAL SPECIAL INSTRUCTIONS SEE PAGES 17 and 18.

ALL SUBDIVISIONS

Speed Restrictions.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals, shall not exceed 15 MPH.

Conditions may require a further speed restriction for all trains, per special instructions.

Maximum Speed for Locomotives.

Class	
R-1, R-2, N-2, N-3, Q-1.....	45 miles per hour
O-1, O-3, O-4, O-5, O-6, O-7, O-8, S-1, Q-2.....	50 miles per hour
F-8, G-3	40 miles per hour
Engines backing up	20 miles per hour

Maximum speed of trains handling steam derricks, pile drivers, locomotive cranes, ditchers, steam shovels, snow and dirt dozers, is restricted to:

25 MPH on main line.

15 MPH on branch lines.

If booms are attached to machines, booms must be handled in trailing position.

Dump cars should not be handled on double track after dark. Anytime necessary to do so, strict watch must be kept by trainmen so that should one of the cars dump its load, train can be stopped and proper protection afforded trains operating on the opposite track.

Speed of trains handling ore cars or air dump cars loaded with gravel shall not exceed 30 MPH on main line track and 20 MPH on branch line track.

Except as otherwise specified, when freight cars are moved in passenger trains the maximum speed of train shall not exceed speed authorized for freight trains.

Speed limits through all turnouts restricted to 15 MPH for engines and trains.

Restrictions of Locomotives on Industry Tracks.

Q-1 and Q-2 engines not permitted on Industry or Elevator tracks on the 1st, 2nd, 3rd, 4th, 5th, 7th and 10th Subdivisions except that they may go in on Stock Yard track at Fergus Falls, new Swift Spur and Scale track at Sauk Centre, and Industry tracks at Garfield, Melrose, and West Union on the 1st Subdivision.

Interlocking and Block Signal Rules.

STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN "RELEASE" BOXES.

If smashboards or semaphore type signals are not in use, trainman, before giving hand signals in accordance with Rule 672, shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboard mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "reverse" position. When operation is completed small cover must be locked and crank returned to the "Release" box.

Supplementing Rule 509 (B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an Approach Signal indication, Rule 501 (B), and before proceeding into the block every precaution, consistent with running orders, and the nature of the track ahead, should be taken to insure safe movement through the block.

Automatic Interlocking at

Sauk Centre	0.8 miles West of, with N. P. Ry
Pelican Jct.	With N. P. Ry.
Noyes Jct.	1.43 miles West of, with N. P. Ry.
Shirley	4.51 miles West of, with N. P. Ry.

Semi-automatic Interlocking at

Barnesville Jct.	First Subdivision and Tenth Subdivision.
-----------------------	--

Transportation Rules in the Consolidated Code of Transportation Rules, effective April 1, 1939, are hereby amended, modified or supplemented as follows:

Rule 5.....Paragraph 5 amended: In time table, train numbers in small figures adjoining, will not be shown at scheduled meeting or passing stations.

Rule 26.....Supplemented: Switches at repair tracks will be locked with a private lock, in addition to the blue signal protection, which may be removed only by the foreman in charge of repair work.

Rule 27.....Supplemented: Lights will be displayed at night on all main line train order signals. On branch lines where lights are not used in train order signals at night, trains will positively ascertain position of signal before passing.

Rule 91.....Supplemented: On tracks where no block signals are in service and on double track movements against the current of traffic, the train order signal will be used by operators, during their assigned hours, for spacing trains ten (10) minutes apart, after train has passed the train order signal three hundred (300) feet.

Rules 95, S-96 and Train Order Form F (for sections). Modified: When signals are displayed to an intermediate (register) station of a schedule, the first section will display the signals to the regular stop of the train at that station, whether it be on the main track or some other track, following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order or unless Rule 93 permits them to use the main track.

Consolidated Code Rule No. 728, and Maintenance of Way Rule No. 28, supplemented.

In double track territory the red flag or red light will be placed between the rails of obstructed track, instead of between tracks, for protection of movement against the current of traffic.

In non-block signal territory, whenever it becomes necessary to use a siding for running trains through when main line is blocked between switches, in addition to other protection, a flagman must be placed beyond the switches so set for the siding to afford protection until main line is open and switches set for main track.

When operating snow machines in non-block signal territory, any trains following will be blocked a station apart whenever possible to do so, and when not possible to block them a station apart, they will be blocked not less than thirty (30) minutes apart.

First Subdivision.

A Proceed signal on the Eastward semaphore Rice Junction will give Willmar Division Eastward first-class trains right over opposing trains to passenger station St. Cloud. Eastward trains may proceed from Rice Junction to St. Cloud passenger station without a clearance.

A clearance received at Fargo or Fargo Jct. will clear eastward trains at Moorhead Jct. when train order signal at Moorhead Jct. indicates proceed. All trains register by card at Moorhead Jct.

Register at Barnesville is for trains originating and terminating at Barnesville and Barnesville Jct. A clearance received at Barnesville will clear westward trains at Barnesville Jct. proceeding to Tenth Subdivision. Eastward trains originating from Tenth Subdivision may proceed from Barnesville Jct. to Barnesville without a clearance. A clearance received at Barnesville signed by the Superintendent will confer the same authority to a first class train as though received at its initial station in accordance with Rule 83 (B).

Register at Sauk Centre is for trains originating and terminating at Sauk Centre or Park Rapids Jct. Eastward trains originating from Mesabi Division may proceed from Park Rapids Jct. to Sauk Centre without a clearance.

Trains using east leg of wye Moorhead Jct. must not exceed 8 miles per hour.

No. 7 will stop on flag at Albany and Brandon to discharge revenue passengers from Twin Cities or East thereof.

No. 7 will stop on flag at St. Joseph and Evansville, and No. 8 will stop on flag at Melrose and St. Joseph to discharge or pick up revenue passengers destined to stations where these trains are scheduled to stop.

Barnesville Jct.

Interlocking at Barnesville Jct. operates automatically for all movements except for westward trains from First Subdivision to Tenth Subdivision, which requires push button operation from Barnesville depot, or may be operated locally by push buttons located in an iron box attached to the westward home signal mast at the junction. In case of failure to obtain the route desired by electrical operation, trains will be governed by Special Rules posted in the "Release" box.

Fifth Subdivision.

When train order signal at PA Tower indicates proceed, eastward regular trains and passenger extras originating at PA Tower may proceed with the current of traffic to Grand Forks without a clearance.

Register at Larimore is for trains originating and terminating at Larimore and Hannah Jct. Eastward trains originating at Hannah Jct. may proceed to Larimore without a clearance.

Register at Lakota is for trains originating and terminating at Lakota and Sarles Jct. Eastward trains originating at Sarles Jct. may proceed to Lakota without a clearance.

All trains register and receive a clearance at Devils Lake. A clearance received at Devils Lake signed by the Superintendent will confer the same authority to a first class train as though received at its initial station in accordance with Rule 83 (B).

Register at Church's Ferry is for trains originating and terminating at that station.

Trains 1, 3, and 4 register by card at Surrey.

Doyon water tank located 1.48 miles west of Doyon station.

No. 3 will stop on flag at stations between Grand Forks and Larimore to pick up passengers for points West of Larimore.

No. 1 will stop at Towner to discharge revenue passengers from Fargo or points east of Fargo, or to pick up revenue passengers for Williston or points west of Williston where No. 1 is scheduled to stop.

Whistle Signals for Tracks with Switches Controlled from Interlocking Towers.

PA TOWER—

Third Subdivision,	two long, one short.
Fifth Subdivision,	one long, one short.
Thirteenth Subdivision,	one long.
Tower Track,	three long, one short.
Grand Forks Yard,	two short, one long.

Tenth Subdivision.

No. 7 and No. 8 will stop at any station between Crookston and Noyes to pick up or discharge revenue passengers from or to Twin Cities and east thereof.

No. 8 will stop on flag at Kennedy and Argyle for revenue passengers destined points Barnesville and South where No. 8 is scheduled to stop and destined for points east of Crookston where No. 36 is scheduled to stop.

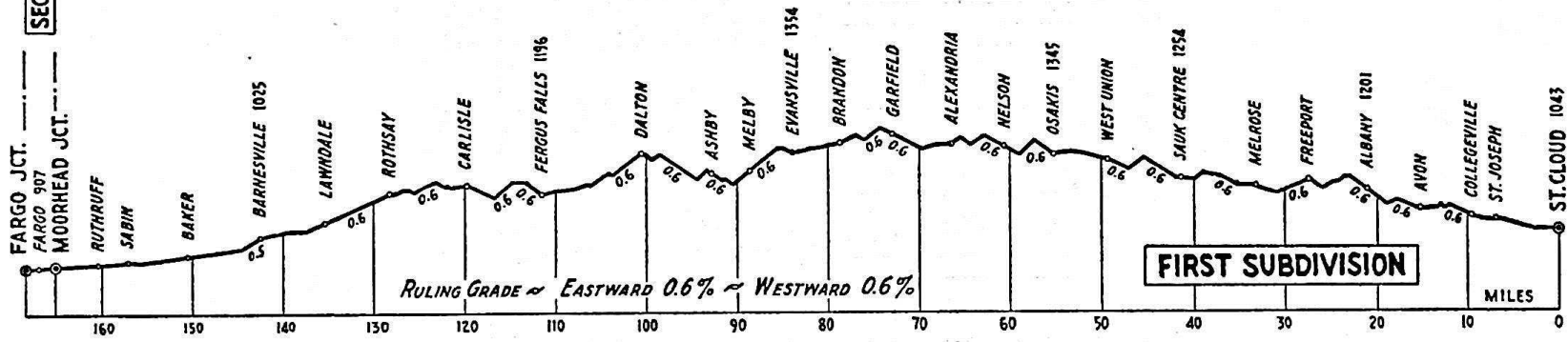
Between CROOKSTON AND NOYES JCT.: Fourth subdivision trains to and from Grand Forks use Dakota main track, and Tenth subdivision trains to and from Noyes use Northern main track.

Westward first class trains may proceed from Crookston Yard, M. N. Jct., and Crookston Jct. and Eastward first class trains may proceed from Noyes Jct. to Crookston without a clearance.

Business Tracks not Shown as Stations on Time Table.

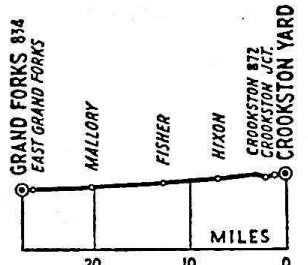
NAME	LOCATION	Capacity Cars
Third Subdivision.		
Alton	2.36 miles west of Kelso	23
Taft	3.66 miles west of Hillsboro ..	23
Flaat	2.96 miles west of Merrifield..	15
Fourth Subdivision.		
Ross	2.64 miles west of Hixon.....	51
Sprague	3.48 miles west of Fisher	3
Seventh Subdivision.		
Dolores Mission Spur	4.35 miles west of Tokio	11
Tenth Subdivision.		
Spur No. 1	2.28 miles west of Glyndon....	12
Roan	5.03 miles west of Angus.....	45
Luna	4.18 miles west of Warren....	19
Chatham	4.98 miles west of Kennedy....	14
Hill Farm	0.58 miles west of Northcote..	16
Twelfth Subdivision.		
Wylie	7.77 miles east of St. Hilaire..	15
Lyell Spur	3.10 miles east of Warroad	10
Thirteenth Subdivision.		
Sugar	3.61 miles west of Auburn....	26
Fifteenth Subdivision.		
Edison	2.87 miles west of Hannah Jct.	11

SECOND SUBDIVISION

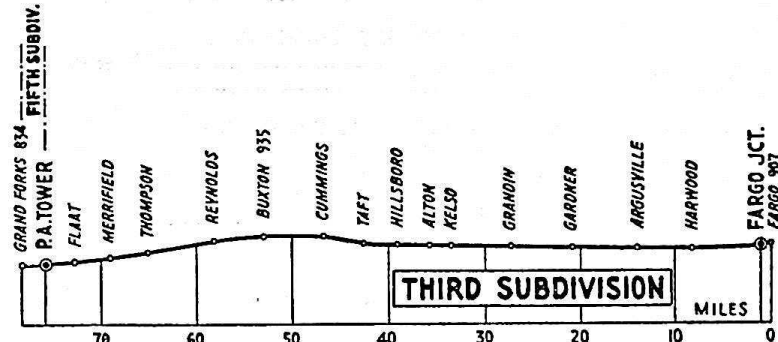


FIRST SUBDIVISION

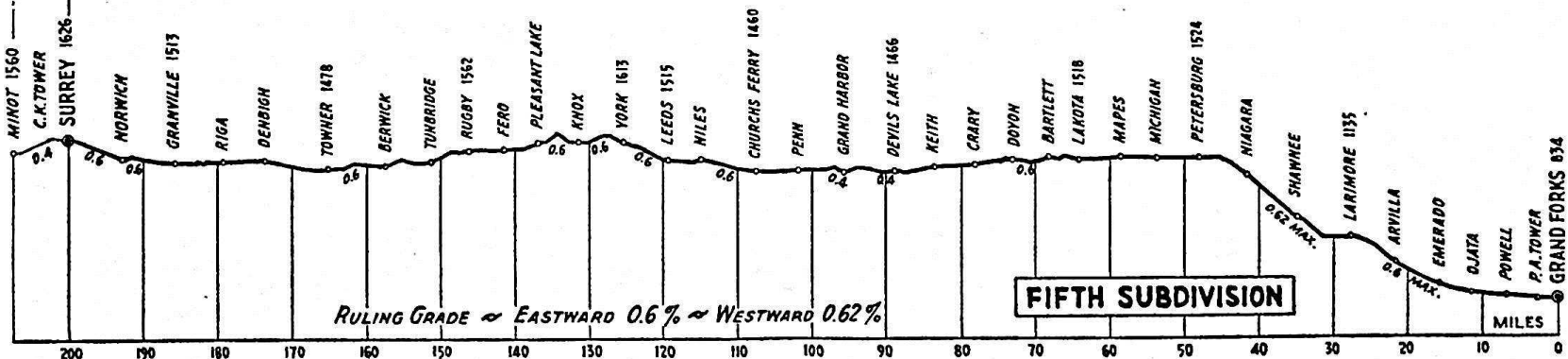
MINOT DIVISION



FOURTH SUBDIVISION



THIRD SUBDIVISION



FIFTH SUBDIVISION

Elevation.....175