

### COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg..	Minneapolis, Minn.
Dr. Bruce Boynton .....	Ada, Minn.
Dr. A. Mahowald .....	Albany, Minn.
Dr. G. W. Clifford .....	Alexandria, Minn.
Dr. A. D. Haskell .....	Alexandria, Minn.
Dr. A. Mason Randall .....	Ashby, Minn.
Dr. A. Cyr .....	Barnesville, Minn.
Dr. J. A. Johnson .....	Bottineau, N. D.
Dr. J. A. MacDonald .....	Cando, N. D.
Dr. G. R. Waldren .....	Cavalier, N. D.
*Dr. M. O. Oppegaard .....	Crookston, Minn.
*Dr. W. F. Sihler .....	Devils Lake, N. D.
Dr. G. J. McIntosh .....	Devils Lake, N. D.
Dr. Glenn W. Toomey .....	Devils Lake, N. D.
Dr. W. L. Wallbank .....	Dunseith, N. D.
Dr. A. N. Flaten .....	Edinburg, N. D.
Dr. E. Ostergaard .....	Evansville, Minn.
Dr. H. J. Fortin .....	Fargo, N. D.
*Dr. Kent E. Darrow .....	Fargo, N. D.
*Dr. P. H. Burton .....	Fargo, N. D.
Dr. A. C. Baker .....	Fergus Falls, Minn.
Dr. C. J. Glaspel .....	Grafton, N. D.
*Dr. G. M. Williamson .....	Grand Forks, N. D.
*Dr. R. D. Campbell .....	Grand Forks, N. D.
Dr. H. D. Benwell .....	Grand Forks, N. D.
Dr. R. W. Vance .....	Grand Forks, N. D.
Dr. A. S. Berlin .....	Hallock, Minn.
Dr. E. H. Richter .....	Hunter, N. D.
Dr. Thos. M. Cable .....	Hillsboro, N. D.
Dr. C. O. Haugen .....	Larimore, N. D.
Dr. A. D. Strom .....	Langdon, N. D.
Dr. A. B. Lund .....	Leeds, N. D.
Dr. J. M. Muus .....	McVille, N. D.
Dr. R. C. Little .....	Mayville, N. D.
*Drs. Kermott and Kermott .....	Minot, N. D.
*Dr. Frank E. Wheelon .....	Minot, N. D.
Dr. A. A. Meyer .....	Melrose, Minn.
Dr. E. W. Humphrey .....	Moorhead, Minn.
Dr. M. T. Savre .....	Northwood, N. D.
Dr. E. Haberman .....	Osakis, Minn.
Dr. F. E. Weed .....	Park River, N. D.
Dr. Howard Kalher .....	Pelican Rapids, Minn.
Dr. J. L. Delmore .....	Roseau, Minn.
Dr. W. R. Fox .....	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. D. W. Kohler .....	St. Joseph, Minn.
*Dr. John C. Grant .....	Sauk Centre, Minn.
*Dr. J. F. DuBois .....	Sauk Centre, Minn.
Dr. O. S. Craise .....	Towner, N. D.
Dr. Chas. M. Adkins .....	Thief River Falls, Minn.
Dr. L. H. Landry .....	Walhalla, N. D.
Dr. E. E. Greene .....	Westhope, N. D.
Dr. C. H. Holmstrom .....	Warren, Minn.

\*Designates also Examining Surgeon.

### OPHTHALMIC SURGEONS (Eye Doctors)

Dr. C. N. Spratt .....	Minneapolis, Minn.
Dr. M. B. Ruud .....	Grand Forks, N. D.
Dr. W. T. Wenner .....	St. Cloud, Minn.
Dr. Archibald D. McCannel .....	Minot, N. D.

F. H. Stull, Chief Dispatcher.  
W. P. Coliton, Trainmaster.  
T. C. Basterash, Trainmaster.  
W., J. O'Connor, Trainmaster.

# GREAT NORTHERN RAILWAY COMPANY

## DAKOTA DIVISION

# TIME TABLE 84

EFFECTIVE 12:01 A. M.

CENTRAL TIME

---

## Sunday, January 1, 1950.

---

T. A. JERROW, Superintendent.  
I. G. POOL, General Manager.  
J. B. SMITH, General Superintendent Transportation.



## WESTWARD

## SECOND SUBDIVISION

## EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Fargo Jct.	Time Table No. 84		Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS		SECOND CLASS
	Sidings	Other Tracks	405	443	3	9		Effective January 1, 1950					4	10	406
			Daily	Daily				Daily	Daily						
<b>STATIONS</b>															
<b>TRAINS BETWEEN FARGO JCT. AND MOORHEAD JCT. BE GOVERNED BY MINOT DIVISION TIME TABLE.</b>															
242			L 8.30 <sup>pm</sup>	L 5.15 <sup>am</sup>	L 3.30 <sup>pm</sup>	L 6.23 <sup>am</sup>		FARGO JCT.	F	74.68	BCDNJKO RWXY	A 3.50 <sup>pm</sup>	A 10.20 <sup>pm</sup>		A 3.00 <sup>pm</sup>
250	78	40	8.50	5.30	3.40	6.33	7.44	HARWOOD	WD	67.24	DP	3.40	10.09		2.42
256	50	34	9.05	5.40	3.48	6.42	13.03	ARGUSVILLE	SI	61.65	DP	3.31	10.00		2.30
263	108	50	9.20	5.52	3.58	6.52	19.87	GARDNER	GA	54.81	DP	3.21	9.49		2.15
290	50	44	9.38	6.02	4.06	7.01	26.10	GRANDIN	GN	48.52	DP	3.12	9.38		2.02
275		32	9.57	6.11	4.15	7.10	32.26	KELSO	CS	42.42	DP	3.04	9.28		1.50
281	210	110	10.10	6.28	4.24	7.22	38.00	HILLSBORO	HS	36.68	DNPW	2.56	9.18		1.35
289	78	36	10.25	6.42	4.34	7.34	45.83	CUMMINGS	MU	28.85	DP	2.46	9.03		1.13
295	50	49	10.37	6.51	4.41	7.44	51.88	BUXTON	BU	22.80	DP	2.39	8.52		1.01
300	77	58	10.47	6.59	4.47	7.52	56.78	REYNOLDS	RD	17.90	DP	2.33	8.42		12.50
307	110	77	11.00	7.10	4.56	8.03	63.98	THOMPSON	ON	10.78	DP	2.24	8.30		12.35
313		37	11.09	7.19	5.02	8.11	69.87	MERRIFIELD		5.81	P	2.18	8.20		12.25
317			A 11.20 <sup>pm</sup>	A 7.30 <sup>am</sup>	A 5.10 <sup>pm</sup>	A 8.20 <sup>am</sup>	74.68	PA TOWER	PA		RDNIJ XY	L 2.10 <sup>pm</sup>	L 8.10 <sup>pm</sup>		L 12.10 <sup>pm</sup>
			9.50 26.3	8.15 23.1	1.40 44.8	1.57 33.3		Time Over Subdivision Average Speed Per Hour				1.40 44.8	1.10 24.4		1.50 26.8

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## THIRD SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS					Distance from Crookston Yard	Time Table No. 84		Telegraph Calls	Distance from Grand Forks	SIGNS	FIRST CLASS					SECOND CLASS
	Sidings	Other Tracks	(406)	(136)	131	29	35	7		Effective January 1, 1950					134	30	132	36	8	(405)
			607	133	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily		Daily Ex. Mon.	Daily									STATIONS
A298	Yard	495	L 7.40 <sup>pm</sup>				L 6.05 <sup>am</sup>			CROOKSTON YARD	CA	27.13	BCJNPR WXY	A 8.05 <sup>am</sup>			A 12.14 <sup>am</sup>			
			7.42	L 8.56 <sup>am</sup>	L 7.13 <sup>am</sup>	6.06	L 3.17 <sup>am</sup>	0.81		CROOKSTON JCT.		26.32	JPWX	8.03	A 11.43 <sup>am</sup>	A 6.45 <sup>pm</sup>	12.12	A 12.02 <sup>am</sup>		
A299		178	A 7.45 <sup>pm</sup>	9.05	7.25	6.20	3.30	1.98		CROOKSTON	C	25.15	BDNK RX	L 8.00 <sup>am</sup>	11.41	6.40	12.09 <sup>am</sup>	11.59		
		62	L 7.45 <sup>am</sup>	A 9.13 <sup>am</sup>	7.28	6.23	A 3.33 <sup>am</sup>	3.55		NOYES JCT.		24.02	JXPY		11.34	L 6.20 <sup>pm</sup>	11.29	A 1.30 <sup>am</sup>		
M5	49	38	7.55		7.33	6.28		7.00		HIXON		20.13	P		11.29		11.23		1.20	
M10	111	51	8.15		7.41	6.36		12.77		FISHER	FH	14.20	DP		11.22		11.13		1.08	
M18	50	18	8.30		7.50	6.46		20.20		MALLORY	RY	6.93	DP		11.13		11.01		12.53	
M24	Yard	478	8.50		8.00	6.55		26.34		EAST GRAND FORKS	EA	0.79	X		11.05		10.51		12.40	
320	Yard	2966	A 9.00 <sup>am</sup>		A 8.05 <sup>am</sup>	A 7.00 <sup>am</sup>		27.13		GRAND FORKS	GF		BCDNK ORWX		L 11.00 <sup>am</sup>		L 10.45 <sup>pm</sup>		L 12.30 <sup>am</sup>	
			1.15 18.8	.05 23.7	.17 8.1	.52 30.3	.55 29.8	.16 8.6		Time Over Subdivision Average Speed Per Hour				.05 23.7	.43 36.7	.25 8.5	1.29 18.3	.16 8.6	1.00 24.0	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.



4 WESTWARD

FOURTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS							Distance from Grand Forks	Time Table No. 84		Telegraph Calls	
	Sittings	Other Tracks	629	631	205	307	(10) 149	(208) 211	3	201	(4) 147	209	207		9	Effective January 1, 1950		STATIONS
			Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.		Daily			
220	Yard	2066			L 9.25 <sup>307</sup> Am	L 9.20 <sup>205</sup> Am	L 7.55 <sup>10</sup> Pm	L 5.25 <sup>208</sup> Pm	L 4.00 <sup>3</sup> Pm	L 1.55 <sup>201</sup> Pm				L 8.45 <sup>4</sup> Am	1.90	GRAND FORKS. UNIVERSITY.. PA TOWER.. POWELL.. OJATA.. EMERADO.. ARVILLA.. LARIMORE.. HANNAH JCT.. SHAWNEE.. NIAGARA.. PETERSBURG.. MICHIGAN.. MAPES.. LAKOTA.. SARLES JCT.. BARTLETT.. DOYON.. CRARY.. KEITH.. DEVILS LAKE.. M. SLP. & S.S. M. R. R. Cp. GRAND HARBOR.. PENN.. CHURCHS FERRY.. NILES.. LEEDS.. YORK.. KNOX.. PLEASANT LAKE.. FERO.. RUGBY.. TUNBRIDGE.. BERWICK.. TOWNER.. DENBIGH.. GRANVILLE.. NORWICH.. SURREY.. M. D. JCT..	GF	
817			L 6.00 <sup>10</sup> Pm		A 9.30 <sup>205</sup> Am	A 8.10 <sup>10</sup> Pm	5.35	4.05	A 2.10 <sup>201</sup> Pm				8.58	2.59	PA			
326		22	6.15 <sup>206</sup>		f 9.39			f 4.13						6.71				
320		79	6.38		9.48			5.48	4.20					9.09	11.06			
335		78	7.12 <sup>10</sup>		s 9.58			5.54	s 4.29					9.16	15.70			
341		73	7.40		s 10.09			6.02	s 4.40					9.25	21.73			
347	Yard	709	8.20		s 10.20			6.11 <sup>208</sup>	A 4.55 <sup>201</sup> Pm					s 9.36	27.76			
354		71	8.45		A 10.25 <sup>205</sup> Am			6.21						f 9.46	34.93			
361		100	9.10					6.31 <sup>10</sup>						s 9.58	41.66			
367		71	9.30 <sup>630</sup>					6.40						s 10.09	47.96			
373		100	9.55					6.48						s 10.19	53.72			
378		73	10.15					6.54						s 10.27	58.41			
383		71	10.45				L 4.42 <sup>208</sup> Pm	s 7.03				L 10.50 <sup>207</sup> Am	s 10.43	64.12				
387		70	11.05					s 4.52	7.09 <sup>630</sup>			A 10.52 <sup>207</sup> Am		s 10.50	64.45			
393		73	11.25					s 5.05	7.15					s 10.58	68.19			
397		74	11.45					s 5.18 <sup>10</sup>	7.21					s 11.06	73.09			
403		70	12.01 <sup>Am</sup>					f 5.30	7.29					f 11.14	77.90			
406	Yard	702	A 12.30 <sup>Am</sup>	L 6.00 <sup>Am</sup>				A 5.45 <sup>208</sup> Pm	s 7.47			L 1.40 <sup>209</sup> Pm		s 11.42	83.51			
415		73		6.30					8.01			f 1.55		11.59	88.72			
421		76		6.50					8.09			s 2.05 <sup>632</sup>		s 12.10 <sup>Am</sup>	92.02			
427		115	128	7.30					8.17			A 2.15 <sup>209</sup> Pm		s 12.20	95.82			
434		70	29		7.50				8.26					f 12.30 <sup>632</sup>	101.70			
438		70	29		8.15				8.31					s 12.39	107.67			
445		81	137		8.35				8.39					s 12.50	114.82			
451		56	34		9.00				8.47					s 1.00	119.09			
456		70	37		9.20				8.55					s 1.09	125.41			
460		50	18		9.40				9.01					f 1.17	126.41			
465		194	235		10.35 <sup>4-632</sup>				s 9.13					s 1.40	131.41			
471		70	18		11.01				9.20					s 1.50	136.93			
477		71	35		11.30				9.29					s 2.01	141.31			
484		69	120		12.15 <sup>Pm</sup>				f 9.39					s 2.17	145.96			
492		70	17		12.45				9.50					f 2.31 <sup>10</sup>	151.18			
504		70	140		1.25				10.09					s 2.57	157.47			
512		71	28		1.57 <sup>10</sup>				10.19					s 3.09	164.94			
519		70	36		2.19				10.29					s 3.22	173.65			
					A 2.20 <sup>Pm</sup>				A 10.30 <sup>Pm</sup>					A 3.23 <sup>Pm</sup>	185.80			
					6.30 13.6	8.30 13.5	1.00 30.1	.10 18.5	.15 10.0	1.03 23.4	5.05 39.3	.55 30.2	.15 10.0	.35 32.5	.09 10.0	6.33 30.1		

Westward trains are superior to eastward trains of the same class, except No. 4 is superior to Nos. 209, 207 and 201, and No. 10 is superior to Nos. 209 and 211.  
 No. 9 will stop on flag at stations between Grand Forks and Larimore to pick up revenue passengers for points west of Larimore.  
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.



FOURTH SUBDIVISION

EASTWARD 5

Time Table No. 84	Distance from M. D. Junction	SIGNS	FIRST CLASS							SECOND CLASS		THIRD CLASS		
			(9) 144	(207) 212	4	202	210	10	(3) 142	208	206	308	632	630
			Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	
<b>STATIONS</b>														
Double Track GRAND FORKS 1.90 UNIVERSITY 0.69 PA TOWER 4.12 POWELL 4.85 OJATA	200.00 198.10 197.41 193.29 188.94	BCDNK ORWX P RDNIJXY P P	A 8.25Am L 8.20Am		A 1.45Pm 1.39	A 12.55Pm 12.50		A 7.35Pm 7.30	A 5.15Pm L 5.10Pm		A 6.55Pm 308 6.50 L 6.55Pm	A 7.05Pm L 6.55Pm		
4.64 EMERADO 6.03 ARVILLA 6.03 LARIMORE 2.38 HANNAH JCT. 4.79 SHAWNEE	184.80 178.27 172.24 169.86 165.07	DP DP BDNJK PRWXY JPX P			f 12.28 f 12.17 L 12.05Pm			629 7.12 7.04			s 6.30 s 6.21 s 6.11 L 6.03Pm		11.25 11.10 10.50 10.10	
6.73 NIAGARA 6.30 PETERSBURG 5.76 MICHIGAN 4.69 MAPES 5.71 LAKOTA	158.39 152.04 146.28 141.59 135.88	DPW DP DPW DP DNPRX			12.47 12.39 12.31 12.25 A 10.20Am s 12.17			s 6.31 s 6.19 s 6.08 s 5.58 s 5.48					9.50 629 9.30 8.55 8.35 8.10	
0.88 SARLES JCT. 3.74 BARTLETT 4.90 DOYON 4.81 CRARY 5.61 KEITH	135.65 131.81 126.91 122.10 116.49	JXYP DP DPW DP P							L 4.30Pm				7.35 7.15 6.45 6.25	
5.21 DEVIL LAKE 4.20 M.S.P.&S.M.R.R.C. 2.90 GRAND HARBOR 5.88 PENN 5.97 CHURCHS FERRY	111.28 107.08 104.18 98.30 92.38	BCDNJK ORWXY I P DP BDJPR WXY	L 9.25Am		s 11.42 11.28 11.20 11.12		A 10.35Am f 10.21 f 10.10 L 9.59Am	s 4.58 f 4.40 s 4.31 s 4.21					A 2.45Pm L 6.05Pm 2.25 309 2.05 1.35	
7.18 NILES 4.27 LEEDS 6.32 YORK 6.00 KNOX 5.52 PLEASANT LAKE	85.18 80.91 74.59 68.59 63.07	P DPW BDJP WXY DP DP			11.03 10.58 10.50 10.42 10.34			f 4.10 s 4.03 s 3.52 s 3.41 s 3.33					1.01 12.39Pm 11.55 11.32 11.10	
4.38 PERO 4.65 RUGBY 5.22 TUNBRIDGE 6.29 BERWICK 7.47 TOWNER	58.69 54.04 48.82 42.53 35.06	P BCDNJK PWXY DP DP BDJKP WXY			10.28 63 10.21 632 10.11 10.03 f 9.53			f 3.27 s 3.20 s 3.05 s 2.56 s 2.46					10.50 631 10.35 10.11 9.40 9.05	
8.71 DENIGH 12.15 GRANVILLE 6.86 NORWICH 7.33 SURREY .11 M. D. JCT.	36.35 14.90 7.34 .11	P BDJKP WXY DP DNR IJ			9.41 9.25 9.16 9.06 L 9.05Am			f 2.31 s 2.14 631 1.57 s 1.46 L 1.45Pm					8.20 7.35 7.00 6.31 L 6.30Am	
Time Over Subdivision Average Speed Per Hour			.05 31.1	.55 26.9	4.40 43.9	.50 33.3	.26 31.3	5.50 24.3	.05 31.1	.02 10.0	34.7 34.7	.10 18.5	5.15 13.4	5.56 14.9

Westward trains are superior to eastward trains of the same class, except No. 4 is superior to Nos. 209, 207, and 201, and No. 10 is superior to Nos. 209 and 211.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## 6 WESTWARD

## FIFTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Fergus Falls	Time Table No. 84 Effective January 1, 1950			Telegraph Calls	SIGNS	SECOND CLASS					
	Sidings	Other Tracks				301		STATIONS					302					
						Daily Ex. Sunday							Daily Ex. Sunday					
187						L 1.40pm		FERGUS FALLS	GS	BDN RWX		A 9.20Am						
TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS BE GOVERNED BY FIRST SUBDIVISION SCHEDULES.																		
						A 1.42pm	0.67 0.06	PELICAN JCT.					IJ	L 9.17Am				
TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.																		
						L 1.43pm	0.94	EAST N. P. RY. JCT.					A 9.15Am					
L-8	2					s 2.01	8.81	ELIZABETH				s 8.51						
L-16	25					s 2.23	16.35	ERHARD	RH	D	s 8.28							
L-21	50					A 2.45pm	23.38	PELICAN RAPIDS	P	BCDRW	L 8.10Am							
						1.06 20.6		Time Over Subdivision Average Speed Per Hour				1.10 19.2						

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## SIXTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Nolan	Time Table No. 84 Effective January 1, 1950			Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	601		209			STATIONS						210	602		
			Sun., Tues. and Thur.	Daily Ex. Sunday									Daily Ex. Sunday		Mon., Wed. and Fri.		
FB41				L 9.45Am				NOLAN	W	101.88	DNIJ RW	A 7.45pm					
T16	Yard	901		L 10.20Am	s 10.01	1.58	1.58	PAGE	GE	90.85	BDPRXY	s 7.37		A 5.15pm			
T28	Yard	84		10.55	s 10.17	8.65	8.65	COLGATE	CG	92.78	DP	s 7.17		4.55			
T29		75		11.20	s 10.40	14.92	14.92	HOPE	HO	86.46	DP	s 7.02		4.20			
T86		87		11.40	s 10.57	21.26	21.26	BLABON	BN	80.12	DP	s 6.45		3.55			
T30		28		11.50	f 11.03	24.18	24.18	PICKERT		77.20	P	f 6.38		3.30			
						26.78	26.78	WATER TANK		74.60	W						
T44		41		12.25pm	s 11.25	29.25	29.25	FINLEY	FN	72.18	DP	s 6.28		3.05			
T80		38		12.45	s 11.47	35.75	35.75	SHARON	QN	65.63	DP	s 6.12		2.30			
T87	47	73		1.20	s 12.10pm	42.81	42.81	ANETA	NE	58.67	CDP	s 5.55		1.45			
T82		30		1.35	s 12.25	47.79	47.79	KLOTEN	KN	58.99	DP	s 5.38		1.05			
T68		45		2.00	s 12.47	53.73	53.73	McWILLE	VI	47.65	DP	s 5.23		12.47			
T75		30		2.20	s 1.03	61.05	61.05	PEKIN	K	40.33	DP	s 5.06		12.10pm			
T81		40		2.40	s 1.22	66.81	66.81	TOLNA	N	34.57	DP	s 4.51		11.44			
T88		31		2.57	s 1.38	73.17	73.17	HAMAR	HM	28.21	DP	s 4.36		11.00			
T94		51		3.30	s 2.00	79.56	79.56	WARWICK	WA	31.82	DPW	s 4.21		10.30			
T101		44		4.05	s 2.17	86.84	86.84	TOKIO	KY	14.54	DP	s 4.05		9.50			
T110		30		4.35	s 2.37	96.10	96.10	FORT TOTTON	NE	5.28	DP	s 3.45		9.25			
408	Yard	678		A 4.55pm	A 2.50pm	101.88	101.88	DEVILS LAKE	WS		BCDNJK ORWXY	L 3.30pm		L 9.00Am			
				6.25 16.1		5.05 19.9		Time Over Subdivision Average Speed Per Hour				4.15 23.8		8.15 12.1			

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.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## SEVENTH SUBDIVISION

## EASTWARD 7

Station Number	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Vance	Time Table No. 84			Distance from Letimorce	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	591		197			Effective January 1, 1950					198	592	Daily Ex. Sun.	Tues., Thur. and Sat.
			Mon., Wed. and Fri.	Daily Ex. Sun.	STATIONS											
F823	69		L	8.55Am	L	8.40Am		VANCE		66.07	JPYR	A	8.25Am	A	3.45Am	
R70	37			9.15	s	8.55	4.93	ARTHUR	AU	61.14	DP	s	8.08		3.20	
R76	24			9.40	s	9.12	10.96	HUNTER	UN	55.11	DP	s	7.52		2.35	
R82	30			9.55	f	9.24	16.74	GREENFIELD		49.33		f	7.32		2.00	
R85	23			10.05	f	9.31	19.47	PRESTON		46.60		f	7.25		1.45	
R87	43			10.20	s	9.39	21.64	BLANCHARD	CD	44.43	DP	s	7.18		1.35	
R93	24			10.40	f	9.52	27.06	MURRAY		38.09	P	f	7.03		12.55	
R99	204			11.40	s	10.15	22.53	MAYVILLE	MV	32.55	DPW	s	6.45		12.15Am	
R102	19			12.01Pm	f	10.25	38.48	PORTLAND JCT.		27.59	JPY	f	6.21		11.20	
R110	171			12.45	s	10.50	45.00	HATTON	HT	21.07	DP	s	6.07		10.50	
R118	168			1.25	s	11.20	53.49	NORTHWOOD	WD	13.88	DPW	s	5.42		10.25	
R123	44			1.50	s	11.37	59.76	KEMPTON	MT	6.81	DP	s	5.17		9.52	
847	Yard	709	A	2.10Pm	A	11.52Am	66.07	LARIMORE	KI		BDNJK PRWXY	L	5.01Pm	L	9.00Am	
				5.15 12.6		3.12 20.6		Time Over Subdivision Average Speed Per Hour					3.24 19.4		6.48 9.8	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## EIGHTH SUBDIVISION

## EASTWARD

Station Number	Car Capacity		SECOND CLASS		Distance from Etna Jct.	Time Table No. 84			Distance from Portland Jct.	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	341			Effective January 1, 1950					342	Mon., Wed. and Fri.
			Mon., Wed. and Fri.	STATIONS								
R15			L	9.55Am		ERIE JCT.		22.86	JPR	A	1.35Pm	
R20	27		s	10.05	1.69	ERIE		21.23		s	1.30	
R81	28		s	10.35	12.37	GALESBURG		20.49		s	12.55	
R84	29		s	10.50	17.79	CLIFFORD		15.07		s	12.40	
R43	13		s	11.05	24.06	ROSEVILLE		2.77		s	12.25	
R47	24	40	s	11.25	28.24	PORTLAND	RA	6.53	D	s	12.10Pm	
R103	19		A	11.40Am	22.86	PORTLAND JCT.			JPRY	L	11.50Am	
				1.45 16.8		Time Over Subdivision Average Speed Per Hour					1.48 19.8	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.





WESTWARD				TENTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Moorhead	Time Table No. 84 Effective January 1, 1950	Telegraph Calls	Distance from Crookston Yard	SIGNS	FIRST CLASS	THIRD CLASS
	Siding	Other Tracks	555	131						132	556
			Tues. Thur. and Sat.	Daily Ex. Sunday						Daily Ex. Sunday	Mon. Wed and Fri.
STATIONS											
P 54	80		L 7.00 <sup>Am</sup>	L 6.43 <sup>Am</sup>	8.08	MOORHEAD	66.51	DNJ RWX	A 9.08 <sup>Pm</sup>	A 2.50 <sup>Pm</sup>	
P 61	70		7.45	s 7.01	8.08	KRAGNES	68.48	D	f 8.51	2.05	
P 68	29		8.25	s 7.12	14.86	GEORGETOWN	51.65	D	s 8.36	1.35	
P 74	89		8.55	s 7.26	21.50	PERLEY	45.01	D	s 8.21	12.55	
			9.30	s 7.38	27.49	HENDRUM	39.02	D	s 8.06	12.20 <sup>Pm</sup>	
					29.19	WATER TANK	37.23	W			
P 80	103		10.15	s 7.53	33.61	HALSTAD	32.90	D	s 7.52	11.35	
P 87	43		10.55	s 8.06	41.16	SHELLY	25.86	D	s 7.36	10.59	
P 92	104		11.30	s 8.16	45.92	NIELSVILLE	20.59	D	s 7.25	10.35	
P 97	88		12.10 <sup>Pm</sup>	s 8.27	51.47	CLIMAX	15.04	D	s 7.14	10.10	
P108	53		12.40	s 8.38	57.87	ELDRED	9.14	D	s 7.03	9.45	
P109	15		1.05	f 8.48	63.29	GIRARD	3.23		f 6.53	9.10	
			1.20 <sup>Pm</sup>	A 8.53 <sup>Am</sup>	65.90	M. N. JCT.	0.55	JX	L 6.48 <sup>Pm</sup>	L 9.00 <sup>Am</sup>	
			6.20 10.4	2.10 30.4		Time Over Subdivision Average Speed Per Hour			2.20 28.5	5.50 11.8	

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD				ELEVENTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Red Lake Falls Jct.	Time Table No. 84 Effective January 1, 1950	Telegraph Calls	Distance from Warroad	SIGNS	FIRST CLASS	THIRD CLASS
	Siding	Other Tracks	553	135						136	554
			Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Monday
STATIONS											
Y 17			L 6.00 <sup>Am</sup>	L 8.40 <sup>Am</sup>		TILDEN JCT.	ON	118.80	DNJR	A 7.10 <sup>Pm</sup>	A 1.20 <sup>Pm</sup>
TRAINS BETWEEN TILDEN JCT. AND RED LAKE FALLS JCT. WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.											
N 18	83		L 6.30 <sup>Am</sup>	L 9.05 <sup>Am</sup>	2.10	RED LAKE FALLS JCT.	104.40	JR	A 6.45 <sup>Pm</sup>	A 12.45 <sup>Pm</sup>	
N 23	20		6.55	s 9.12	12.34	RED LAKE FALLS	102.90	DW	s 6.35	12.35 <sup>Pm</sup>	
N 81	117		7.30	s 9.32	20.04	ST. HILAIRE	92.05	D	s 6.08	11.45	
			8.55	s 9.56	22.66	THIEF RIVER FALLS	83.84	DRWXY	s 5.50	11.01	
					26.49	M. ST. P. & S. S. N. R. R. CROSSING	81.74				
N 86	14		9.20	f 10.09	26.49	STRIER	77.91		f 5.24	10.09	
N 41	35		9.50	s 10.21	31.90	NOLT	73.50	D	s 5.13	9.50	
N 51	46		10.48	s 10.38	41.86	MIDDLE RIVER	63.54	D	s 4.55	9.15	
N 59	23		11.20	s 10.54	50.27	STRATHCONA	54.18		s 4.39	8.40	
N 70	65		11.58	s 11.13	60.53	GREENBUSH	43.87	DW	s 4.19	8.10	
N 79	51		12.45 <sup>Pm</sup>	s 11.30	70.01	BADGER	34.39	D	s 4.02	7.20	
N 86	16		1.10	s 11.42	76.85	FOX	27.55		s 3.49	6.50	
N 92	66		1.55	s 12.01 <sup>Pm</sup>	83.01	ROSEAU	21.39	DW	s 3.38	6.25	
N101	15		2.25	s 12.19	92.11	SALOL	12.39		s 3.20	5.30	
					103.80	C. N. RY. CROSSING	0.60	I BCDR WXY			
N114	Yard 138		A 2.55 <sup>Pm</sup>	A 12.45 <sup>Pm</sup>	104.40	WARROAD			L 3.00 <sup>Pm</sup>	L 5.00 <sup>Am</sup>	
			8.55 12.9	4.05 28.3		Time Over Subdivision Average Speed Per Hour			4.10 27.7	8.30 13.8	

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## 10 WESTWARD

## TWELFTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from Grand Forks	Time Table No. 84 Effective January 1, 1959	Telegraph Calls	Distance from Grafton	SIGNS	FIRST CLASS	SECOND CLASS	THIRD CLASS
	Seatings	Other Trains	543	307		139						140	308	544
			Mon., Wed. and Fri.	Daily Ex. Sunday		Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur. and Sat.
317			L 5.10Am	L 9.30Am			3.50	PA TOWER	PA	80.77	RDNIJXY		A 6.55Pm	A 2.55Pm
							3.89	N. P. RY. CROSSING		70.47	P			
0-13	74		6.00	s 10.03			14.41	MANVEL	MV	68.95	DP		s 6.30	2.05
0-34	79	44	6.40	s 10.34			26.47	ARDOCH	HN	58.89	DP		s 5.58	1.15
							26.49	N. ST. P. & S. S. W. R. R. CROSSING		58.87	I			
0-30	98		7.30	s 10.50			32.61	WINTO	MT	80.75	DPW		s 5.38	12.40
0-35	40		7.45	r 11.02			37.21	HERRIOTT		48.15	P		f 5.22	12.01Pm
0-30	87	184	A 8.15Am	s 11.31	L 11.41Am		41.40	N. P. RY. CROSSING		42.50	BCDP		s 5.10	9.07-1.89
							42.22	GRAFTON	FN	41.87	RWX	A 4.40Pm	s 4.40	L 11.41Am
0-46	83			s 11.55			47.98	GRAFTON JCT.		41.13	JPXY	L 4.35Pm		
0-58	138			s 12.10Pm			58.03	AUBURN	AU	85.88	DP		s 4.20	
0-59	86			s 12.31			61.68	ST. THOMAS	MB	27.74	DP		s 3.58	
0-66	67			s 12.55			68.63	GLASTON	NA	21.68	P		s 3.33	
0-71	51			s 1.15			73.76	HAMILTON	H	14.73	DP		s 3.13	
0-70	Yard	157		s 1.40			81.02	BATHGATE	VD	9.60	DP		s 2.48	
				A 1.50Pm			83.26	NECHE	CH	1.74	DPRWX		s 2.25	
								GRETA	N		DJPRY		L 2.00Pm	
			3.05	4.20		.03		Time Over Subdivision				.05	4.55	3.14
			12.6	18.6		14.8		Average Speed Per Hour				8.9	16.4	12.0

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## THIRTEENTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Grafton Jct.	Time Table No. 84 Effective January 1, 1959	Telegraph Calls	Distance from Walhalla	SIGNS	FIRST CLASS	THIRD CLASS
	Seatings	Other Trains	543	139						140	544
			Mon., Wed. and Fri.	Daily Ex. Sunday						Daily Ex. Sunday	Tue., Thur. and Sat.
			L 10.00	L 11.44			67.50	JPXY	A 4.35Pm	A 10.55Am	
0A-7	191		10.20	s 11.57	5.73		41.86	D	s 4.21	10.20	
0A-14	86	104	10.50	s 12.19	13.82		34.67	D	s 4.05	9.50	
0A-15	187		11.25	s 12.31	17.66		30.03	D	s 3.51	9.20	
0A-34	45		11.55	s 12.49	23.85		23.74	D	s 3.35	8.50	
0A-22	117		12.40Pm	s 1.19	31.67		16.12	DW	s 3.15	8.20	
0A-37	85		1.00	s 1.34	36.44		11.15	D	s 2.55	7.40	
0A-43	85		1.20	f 1.48	41.83		5.71	CDR	s 2.39	7.20	
0A-45	Yard	184	A 1.45Pm	A 2.05Pm	67.50			WXY	L 2.25Pm	L 7.00Am	
			3.45	2.21				Time Over Subdivision	2.10	3.55	
			13.3	20.3				Average Speed Per Hour	22.0	13.1	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.



## WESTWARD

## FOURTEENTH SUBDIVISION

## EASTWARD 11

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Larimore	Time Table No. 84 Effective January 1, 1950			Distance from Hannah	SIGNS	FIRST CLASS		THIRD CLASS	
	Staging	Other Trailer	641		205			STATIONS	206				642			
			Mon. Wed. and Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Tues. Thur. and Sat.										
			L 5.40		L 10.25		3.87	HANNAH JCT.	94.77	JPX	A 6.03		A 3.00			
R-129	29		6.05		10.38		8.21	5.84 McCanna	MC	88.98	D	5.51		2.30		
R-146	29		6.30		10.52		14.77	6.56 ORR	OR	82.87	D	5.37		2.00		
R-180	64		6.55		11.03		19.00	4.23 INKSTER	NB	78.14	D	5.27		1.30		
R-186	30		7.20		11.19		25.58	6.55 CONWAY M. St. P. & S. S. M. R. R. Crossing	WY	71.80	DI	5.15		12.55		
R-181	44		7.50		11.32		30.53	4.98 PISEN	P	66.61	D	5.05		12.32		
R-168	80	148	8.30		11.57		36.00	6.16 PARK RIVER	K	60.45	ODWY	4.53		11.57		
R-178	28		8.55		12.08		43.13	5.43 KERRY		55.03		4.43		10.59		
R-177	98		9.25		12.20		45.99	3.87 EDINBURG	BU	51.18	D	4.36		10.45		
R-183	80		9.55		12.37		53.37	8.28 UNION	U	44.87	DW	4.24		10.15		
R-189	41		10.35		12.55		58.56	6.29 MILTON	MN	38.58	D	4.12		9.50		
R-195	54		11.05		1.10		64.34	5.78 OSNABROCK	NB	33.80	D	3.58		9.25		
R-901	30		11.30		1.23		69.87	5.53 KASEY		37.37		3.43		9.00		
R-907	37	80	12.05		1.48		76.06	6.18 LANGDON	DN	31.08	DW	3.30		8.40		
R-914	35		12.30		2.04		83.06	7.03 DRESDEN	RS	14.06	D	3.15		7.50		
R-231	43		12.55		2.20		90.44	7.36 WALES	W	6.70	D	3.00		7.25		
R-235	35		A 1.20		A 2.35		97.14	6.70 HANNAH	HN		CDR XY	L 2.45		L 7.00		
			7.40 12.3		4.10 23.7			Time Over Subdivision Average Speed Per Hour				3.18 28.7		8.00 11.9		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

12 WESTWARD

FIFTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Lakota	Time Table No. 84			Telegraph Calls	Distance from Sarles	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	643		207			Effective January 1, 1950						208		644	
			Mon., Wed. and Fri.		Daily Ex. Sun.			STATIONS						Daily Ex. Sun.		Tues.-Thur. and Sat.	
VA-7		7	L 9.00		L 10.52	0.82	SARLES JCT.		72.87	JXYP	A 4.30pm		A 1.45pm				
			9.25		11.04	7.21	RECTOR		68.48		f 4.15		1.15				
VA-12		35	9.45		11.19	8.61	M. St. P. & S. S. M. R. R. Crossing		64.08		s 4.05		12.55				
VA-18		35	10.30		11.33	18.66	BROCKET	KO	60.29	D	s 3.52		12.25pm				
VA-27		42	12.04 <sup>207</sup>		11.54 <sup>643-644</sup>	27.19	LAWTON	ON	54.03	D	s 3.35		11.54 <sup>207</sup>				
VA-34		26	12.25		12.09pm	38.88	EDMORE	RD	48.50	DW	s 3.19		10.40				
VA-40		44	1.00		12.25	40.05	DERRICK	RC	38.81		s 3.08		10.10				
VA-45		16	1.20		12.38	44.85	HAMPDEN	DN	32.64	D	s 2.57		9.50				
						48.53	WEAVER		27.84								
VA-53		44	1.50		1.03	53.44	M. St. P. & S. S. M. R. R. Crossing		24.16								
VA-60		34	2.27 <sup>208</sup>		1.21	59.88	MUNICH	MN	20.25	DW	s 2.42		9.25				
VA-66		36	2.55		1.35	65.82	CLYDE	CD	12.81	D	s 2.27 <sup>643</sup>		8.55				
VA-73		78	A 3.20pm		1.50pm <sup>208</sup>	72.69	CALVIN	VN	6.87	D	s 2.14 <sup>207</sup>		8.30				
							SARLES	SA		CDRXY	L 2.00pm		L 8.00am				
			6.30		2.58		Time Over Subdivision					2.30		5.45			
			11.4		24.5		Average Speed Per Hour					29.3		12.6			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD

SIXTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Church's Ferry	Time Table No. 84			Telegraph Calls	Distance from St. John	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	647		209			Effective January 1, 1950						210		648	
			Sun., Tues. and Thur.		Daily Ex. Sun.			STATIONS						Daily Ex. Sun.		Mon., Wed. and Fri.	
427			L 7.01am		L 2.15pm		CHURCH'S FERRY	FY	54.83	BDJPR	A 9.55am		A 1.50pm				
X7		25	7.25		2.35	7.87	MAZA	Z	47.46	WXY	s 9.37		1.20				
X15	50	123	8.45		3.05	15.88	CANDO	CN	39.45	D	s 9.22		12.40pm				
X23		35	9.07		3.20	21.67	CONSIDINE		33.16		s 9.07		11.25				
X28		35	9.55		3.45	27.84	M. St. P. & S. S. M. R. R. Crossing		26.99	D	s 8.55		11.00				
X35		35	10.35		4.10	35.16	PERTH	RH	19.67	D	s 8.41		10.20				
X41		26	10.59		4.25	41.06	GRONNA		13.77		s 8.28		9.45				
X48		36	11.35		4.55	47.41	ROLLA	RO	7.42	DW	s 8.14		9.20				
X55	Yard	69	A 12.01pm		5.10pm	54.83	ST. JOHN	SJ		CDRXY	L 8.00am		L 8.30am				
			5.00		2.55		Time Over Subdivision					1.55		5.20			
			11.0		18.8		Average Speed Per Hour					38.6		10.2			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.





## 14 WESTWARD

## NINETEENTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Towner	Time Table No. 84		Telegraph Calls	Distance from Martins	SIGNS	SECOND CLASS				
	Buildings	Other Tracks				351		Effective January 1, 1950					352				
						Daily Ex. Sunday		STATIONS					Daily Ex. Sunday				
484						L 2.55pm			TOWNER	OW	45.46	BDJKP RWXY	A 12.35pm				
XD 9	10					f 3.15	8.91		8.91 MILROY		36.55		f 11.55				
XD14	35					s 3.30	14.16		5.25 BANTRY	BA	31.30	D	s 11.30				
XD23	35					s 4.00	22.14		7.05 UPHAM	AU	23.32	D	s 10.50				
XD30	14					s 4.18	29.50		7.35 DEEP		15.96		s 10.10				
							30.86		1.36 M. St. P. & S. S. M. R. R. Crossing.		14.00						
XD35	45					s 4.32	34.82		3.96 NEWBURG	BR	10.64	D	s 9.45				
XD41	18					f 4.45	40.77		5.95 DUNNING		4.69		f 9.10				
XD46	61					A 5.00pm	45.46		4.09 MAXBASS	MX		CDRW XY	L 8.50am				
						2.05 21.4			Time Over Subdivision Average Speed Per Hour				3.45 12.1				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## TWENTIETH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Granville	Time Table No. 84		Telegraph Calls	Distance from Sherwood	SIGNS	SECOND CLASS				
	Buildings	Other Tracks				309		Effective January 1, 1950					310				
						Daily Ex. Sunday		STATIONS					Daily Ex. Sunday				
804						L 3.05pm			GRANVILLE	J	61.22	BDJKP RWXY	A 12.45pm				
XA 7	14					f 3.20	7.07		7.07 RISING		54.15		f 12.15				
XA12	33					s 3.40	13.00		5.93 DEERING	DR	48.23	D	s 12.01pm				
XA18	18					f 3.52	17.99		4.99 WOLSETH		48.23		f 11.40				
XA25	36					s 4.15	24.47		6.43 GLENBURN	GX	36.75	DW	s 11.20				
XA30	26					f 4.27	29.73		5.26 FORFAR		31.49		f 10.45				
XA35	47					s 4.47	35.37		5.54 LANSFORD	S	25.95	D	s 10.30				
									M. St. P. & S. S. M. R. R. Crossing.								
XA41	25					s 5.00	40.63		5.36 TRURO		20.59		s 10.10				
XA46	63					s 5.35	48.26		5.73 MOHALL	MO	14.86	D	s 9.49				
XA53	13					s 5.55	54.01		7.65 LORAIN	RI	7.31	D	s 9.20				
XA61	77					A 6.15pm	61.22		7.21 SHERWOOD	WD		CDRW XY	L 9.00am				
						3.19 19.3			Time Over Subdivision Average Speed Per Hour				3.45 16.3				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## TWENTY-FIRST SUBDIVISION

## EASTWARD 15

Station Numbers	Car Capacity		SECOND CLASS				Distance from Evansville	Time Table No. 84			Telegraph Calls	Distance from Elbow Lake	SIGNS	SECOND CLASS			
	Sidings	Other Tracks			339	Effective January 1, 1950			340							Fri. Only	
						STATIONS											
150					L 6.30 <sup>am</sup>		EVANSVILLE	NS	16.30	RDN WC	A	8.40 <sup>am</sup>					
E 7	37				s 6.55	6.88	ERDAHL	ER	9.42	D	s	8.15					
E11	10				s 7.10	11.28	THORSBORG		4.92		s	7.55					
						14.42	M. ST. P. & S. S. M. R. R. CROSSING		1.88	I							
E16	38				A 7.30 <sup>am</sup>	16.30	ELBOW LAKE	KB		RD	L	7.40 <sup>am</sup>					
					1.00		Time Over Subdivision						1.00				
					16.3		Average Speed Per Hour						16.3				

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## WESTWARD

## TWENTY-SECOND SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Devils Lake	Time Table No. 84			Telegraph Calls	Distance from Hansboro	SIGNS	SECOND CLASS			
	Sidings	Other Tracks			203	Effective January 1, 1950			204							Daily Ex. Sun.	
						STATIONS											
408	64				L 7.00 <sup>am</sup>		DEVILS LAKE	WS	68.98	BCDNJK RWZY	A	3.35 <sup>pm</sup>					
FG 8	24				f 7.27	7.50	M. ST. P. & S. S. M. R. R. CROSSING		58.48		s	3.15					
FG12	69				s 7.45	12.18	SWEETWATER		58.83	D	s	2.55					
FG18	31				s 8.05	17.48	WEBSTER		48.83		s	2.15					
FG24	84				s 8.35	24.07	GARSKA		41.91	D	s	1.50					
							STARKWEATHER	KT									
FG29	11				f 8.50	28.98	ST. JOE		37.08		f	1.25					
FG34	30				f 9.05	33.27	NEWVILLE		32.71		f	1.10					
FG40	23				s 9.27	39.89	OLMSTEAD	OM	26.29	D	s	12.50					
							M. ST. P. & S. S. M. R. R. CROSSING										
FG47	26				s 9.48	46.25	CROCUS		19.63		s	12.30					
FG53	39				s 10.14	53.21	ROCK LAKE	BA	12.77	DW	s	12.10 <sup>pm</sup>					
FG59	21				s 10.30	59.06	ELLSBERRY		6.90		s	11.45					
FG65	45				A 11.00 <sup>am</sup>	65.95	HANSBORO	HN		DRY	L	11.30 <sup>am</sup>					
					4.00		Time Over Subdivision						4.08				
					16.5		Average Speed Per Hour						16.1				

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

## SPECIAL INSTRUCTIONS.

## ALL SUBDIVISIONS

## 1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

## CLEARING OF STREAMLINERS.

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

## MAXIMUM SPEED OF STREAMLINERS.

Maximum speed of Streamliners, consisting of Streamliner cars handled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of letter "D".

Except as directly affected by speed restrictions under Items 1 and 2 All Subdivisions, the "D" signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone is reached.

Where the movement is from a higher to a lower speed zone the zone sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed zone the zone sign is located at the point where speed may be increased. Zone territories are listed herein for the convenience of employees.

## MAXIMUM SPEED EXCEPTIONS.

When a Streamliner is detoured over Great Northern tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine, or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric straight air brakes being handled in the train, the automatic air brakes will be used and Superintendent notified. In this event speed of train will not exceed the maximum permissible speed for other passenger trains.

## 2. SPEED RESTRICTIONS GENERAL.

(a) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual subdivisions, the 45 degree signs prescribe the speed ter-

ritories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(b) When passenger trains are handled by freight engines or when freight cars, except cars equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Steam engines backing up .....	20 MPH
Steam engines in forward motion running light or with caboose only .....	35 MPH
Diesel and Electric engines light or with caboose only....	50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. on Main Lines except on 6 degree curves or sharper, and on Branch Lines .....	25 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel, and scale test car, on Main Lines except on 6 degree curves or sharper and on Branch Lines .....	15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel, and scale test car, on Main Lines except on 6 degree curves or sharper and on Branch Lines .....	30 MPH
Trains handling carload poles or piling on open cars when operating on double track, siding or other adjacent track must stop meeting or being passed by passenger trains, for other trains reduce speed to .....	20 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings.....	10 MPH
Trains or engines moving on main routes actuating points of spring switches .....	15 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock .....	35 MPH
Trains or engines through No. 20 turnouts at: .....	25 MPH
Gardner .....	35 MPH
Trains or engines through No. 15 turnouts at: .....	25 MPH
PA Tower .....	End of double track Junction switch, Second Subdivision East and west switch of crossover west of wye
Trains or engines through all other turnouts.....	15 MPH

## 3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engines will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.



Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

50 .....	35 MPH
75 to 170 .....	45 MPH
175 to 231 and 271 .....	60 MPH
252 to 259-262 to 265-300 to 306-400 to 456.....	45 MPH
260-261-266 to 270 .....	65 MPH
350 to 376-500 to 512' .....	75 MPH
2300 to 2324 .....	50 MPH
2325 to 2341 .....	60 MPH
5000 to 5008B .....	45 MPH
5010 to 5019 .....	55 MPH

12. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
13. 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, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
14. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.
15. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading 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, provided shipments are accompanied by authorized representative of United States Government while on trains. Terminals 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.  
Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.
16. Gas-Electric Engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
17. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.  
The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.  
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.

#### INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
5. 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.
6. 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.
7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a backup movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.
8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
9. Baggage cars returned deadhead when moved in storage mail service in opposite direction will be accompanied by waybill carrying notation "Deadhead mail car, no material of any character other than U. S. Mail or mail sacks to be loaded in it." Conductors will be held responsible for compliance of waybill instructions.
10. Trains 1, 2, 3, 4, 7 and 8 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
11. Unless otherwise provided, when passenger trains are operated against the current of traffic on double track or through sidings, conductor shall notify Railway Postal Clerk, train shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.



making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed". If indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate the Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

18. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
19. 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.
20. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
21. Rule (204A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated: Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, 355, 358, 359, 360 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.
22. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
23. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

24. **ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYEES WILL BE GOVERNED AS FOLLOWS:**

Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating, proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name, "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe.

Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

25. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

**OSCILLATING EMERGENCY RED REAR END LIGHT** is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

**THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.**

Emergency red rear end light must be extinguished; when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

26. Omitted.

## FIRST SUBDIVISION

(Main Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Rice Jct. and Moorhead Jct. ....	60 MPH	50 MPH

### 2. SPEED RESTRICTIONS.

Bridge 65.7, 3 mi. west of St. Cloud, Q-1, R .....	20 MPH
Bridge 93.9, 2 mi. east of Melrose, O-8, Q-1, R, S-1....	20 MPH
Bridge 98.4, 2 mi. west of Melrose, R .....	20 MPH
Fergus Falls, all trains over street crossings .....	5 MPH

### 3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

P-2 and heavier prohibited on all Industry tracks except:

- Ruthruff, Sabin, Baker, Rothsay, Dalton, Ashby, Brandon, Garfield, Nelson, West Union, Melrose, Freeport; Albany.
- Barnesville, handy track and all yard tracks.
- Fergus Falls, stockyard track.
- Evansville, all tracks except coal track.
- Osakis, house and industry track.
- Sauk Centre, Swift spur, house and scale track.

### 4. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.  
Barnesville, register is for trains originating and terminating at Barnesville and Barnesville Jct.  
Sauk Centre, register is for trains originating and terminating at Sauk Centre and Park Rapids Jct.

### 5. 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, 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) Dakota Division clearance received at Fargo or Fargo Jct. will clear eastward trains at Moorhead Jct. when train order signal indicates proceed.

### 6. 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.

### 7. DRAGGING EQUIPMENT DETECTOR INDICATORS.

Westward trains, on block signals:

- 92.7 approximately three miles west of Avon.
- 135.7 approximately one-half mile east of Nelson.
- 172.5 approximately three miles east of Dalton.
- 234.1 approximately one-half mile east of Ruthruff.

Eastward trains, on block signals:

- 231.8 approximately one-fourth mile east of Sabin.
- 169.2 approximately two miles west of Ashby.
- 182.8 approximately two miles west of Osakis.
- 90.6 approximately one-half mile west of Avon.

### 8. MANUAL INTERLOCKINGS.

Moorhead Jct. .... Junction with Minot Division

### 9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Rice Jct. .... Junction and yard lead switches to Willmar Division  
Barnesville Jct. .... Junction with Ninth Subdivision.  
Rice Jct., switches are electrically controlled by operator at depot, St. Cloud.  
Barnesville Jct., switches are electrically controlled by operator at depot, Barnesville.

### 10. AUTOMATIC INTERLOCKINGS.

Sauk Centre, 0.8 miles west of ..... N. P. Ry. crossing  
Fergus Falls, 0.6 miles east of ..... N. P. Ry. crossing  
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.

## SECOND SUBDIVISION

(Hillsboro Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fargo Jct. and Hillsboro .....	50 MPH	40 MPH
Hillsboro and PA Tower .....	60 MPH	50 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at PA Tower.... 20 MPH

### 3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

P-2 and heavier prohibited on all Industry tracks except:  
Flaat, Reynolds, Grandin.  
Thompson, industry track and spud track.  
Hillsboro, House, industry and beet tracks.

### 4. TRAIN REGISTER EXCEPTIONS.

PA Tower, register only for eastward second class and extra trains which will register by ticket.

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

- (a) At PA Tower, clearance under which Nos. 9, 3, 147 and 149 arrive will clear Nos. 144, 142, 4 and 10 respectively at that point.
- (b) Dakota Division clearance received at Fargo will clear westward trains at Fargo Jct. when train order signal indicates proceed.

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

### 7. 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 Harwood and Argusville.  
Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.

**8. SPRING SWITCHES WITH FACING POINT LOCK.**

Fargo Jct., west yard switch.  
Gardner, east and west siding switch.  
Normal position is for main track.

**9. MANUAL INTERLOCKINGS.**

PA Tower ..... Junction with Fourth Subdivision

**THIRD SUBDIVISION**

(Crookston Line)

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

Between	Passenger	Freight
Grand Forks and Crookston Yard .....	50 MPH	40 MPH

**2. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

P-2 and heavier prohibited on all industry tracks except:  
Hixon, Ross.

**3. TRAIN REGISTER EXCEPTIONS.**

Grand Forks, eastward second class and extra trains register by ticket at passenger station.

Crookston, register only for first class trains and passenger extras.

Crookston Yard, register only for trains originating and terminating.

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

(a) At Crookston Yard, westward trains from Mesabi Division may proceed to Crookston without clearance.

(b) At Crookston Jct., Noyes Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 404 and 406 arrive will clear Nos. 405 and 607, respectively, at Noyes Jct.

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

**5. BETWEEN CROOKSTON AND NOYES JCT.**

Third Subdivision trains to and from Grand Forks use Dakota main track; Ninth Subdivision trains to and from Noyes use Northern main track.

**6. SPRING SWITCHES WITHOUT FACING POINT LOCK.**

Grand Forks, east switch of freight lead (west end Red River Bridge).  
Normal position is for main track.

**FOURTH SUBDIVISION**

(Surrey Main Line)

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

Between	Passenger	Freight
Grand Forks and M. D. Jct. ....	60 MPH	50 MPH

**2. SPEED RESTRICTIONS.**

Between Home Signals of Interlocking at PA Tower.... 20 MPH  
S-1 on curves indicated below ..... 50 MPH  
10 and 11 between York and Knox,  
12, 13 and 14 between Hannah Jct. and Shawnee.

**3. ENGINE RESTRICTIONS.**

Larimore, engines larger than O-1, not permitted on yard tracks Nos. 3 through 8.

**4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

P-2 and heavier prohibited on all Industry tracks except:  
Powell, Grand Harbor, Penn, Churchs Ferry, Niles, Leeds, York.  
Larimore, No. 1 and 2 tracks.  
Lakota, No. 2 track.  
Rugby, No. 1 and 2 tracks.  
Granville, No. 2 track.

**5. TRAIN REGISTER EXCEPTIONS.**

PA Tower, register only for westward third class and extra 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, register only for trains originating and terminating.

Surrey, first class trains register by ticket.

**6. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

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

(b) At PA Tower, Twelfth Subdivision trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

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

(d) 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.

**7. Double track extends from PA Tower to crossover west of station platform, Grand Forks.****8. 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.**

Nos. 3, 9, 4 and 10 use track 3 at Grand Forks passenger station and must approach crossover switches at restricted speed expecting to find switches lined against them, and be prepared to stop and line up the route for their movement into track 3.

Nos. 3, 9, 4 and 10 and any other through passenger trains from Grand Forks passenger station will make back up movement from passenger station through the first leg of the wye at PA Tower.

Back up air brake hose equipped with whistle and valve will be applied at Grand Forks passenger station and pilot of these trains will see that careful movement is made while backing up. Speed must be restricted to 10 MPH.

**9. Doyon, water tank 1.48 miles west.****10. SPEED TEST BOARDS.**

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

Westward trains, between MP 5 and MP 6 between Powell and Ojata.  
between MP 94 and MP 95 between Grand Harbor and Penn.

Eastward trains, between MP 188 and MP 187 between Norwich and Granville.  
between MP 79 and MP 78 between Keith and Crary.



## 11. MANUAL INTERLOCKINGS.

PA Tower .....Junction with Second and Twelfth Subdivisions  
 Grand Harbor, 2.9 mi. east of .....MStP&SSM. RR. crossing  
 Whistle signals for routes, PA Tower:  
 Second Subdivision .....2 long, 1 short.  
 Fourth Subdivision .....1 long, 1 short.  
 Twelfth Subdivision .....1 long.  
 Tower Track .....3 long, 1 short.  
 Grand Forks Yard .....2 short, 1 long.

## FIFTH, SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Aneta, Mayville and Portland Lines)

## 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Steam	
	Passenger	Freight	Passenger	Freight
Pelican Jct. and Pelican Rapids .....	30 MPH	25 MPH	25 MPH	25 MPH
Nolan and Devils Lake .....	50 MPH	40 MPH	45 MPH	40 MPH
Vance and Larimore ....	40 MPH	35 MPH	35 MPH	25 MPH
Erie Jct. and Portland Jct. ....				20 MPH

## 2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH  
 Pelican Jct.  
 Nolan.

Sixth Subdivision trains handling loaded tank cars..... 35 MPH  
 Larimore, Nos. 197-198 must proceed at restricted speed from end of Seventh Subdivision to the passenger station and will use first track south of main track.

Devils Lake, Nos. 209-210 must proceed at restricted speed from end of Sixth Subdivision to the passenger station and will use first track south of main track.

## 3. ENGINE RESTRICTIONS.

Fifth and Eighth Subdivisions .....H-4, heaviest permitted.  
 Sixth Subdivision .....O-6, P-2, Q-2, S-2, M-2, N-3  
 heaviest permitted.  
 Seventh Subdivision .....0-1, heaviest permitted.

## 4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Sixth Subdivision .....O-1 heaviest permitted.  
 Seventh and Eighth Subdivisions.....H-4 heaviest permitted  
 on wye at Portland Jct.

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

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

## 6. MANUAL INTERLOCKINGS.

Nolan .....Junction with Minot Division

## 7. AUTOMATIC INTERLOCKINGS.

Pelican Jct. (Fergus Falls).....Junction with First Subdivision

## NINTH SUBDIVISION

(Ada-Noyes Lines)

## 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Barnesville Jct. and Crookston Jct. ....	50 MPH	40 MPH
Noyes Jct. and Argyle .....	55 MPH	40 MPH
Argyle and Noyes .....	50 MPH	30 MPH

## 2. SPEED RESTRICTIONS.

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

## 3. ENGINE RESTRICTIONS.

O-6, P-2, Q-2, S-2, M-2, N-3, heaviest permitted.

## 4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

P-2 and Q engines not permitted on any industry tracks.

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

At Barnesville Jct., M. N. Jct., Crookston Jct., Noyes Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 404 and 406 arrive will clear Nos. 405 and 607, respectively, at Noyes Jct.

## 6. BETWEEN CROOKSTON AND NOYES JCT.:

Third Subdivision trains to and from Grand Forks use Dakota main track; Ninth Subdivision trains to and from Noyes use Northern main track.

7. Noyes, before going to Canadian Pacific yard, call up C. P. office and obtain clearance to enter their yard. When necessary to go to the west end of C. P. yard, stop at C. P. office and get switch key which must be turned in immediately upon return from that part of the yard. Crews going from G. N. yard to C. P. yard must not attempt to enter C. P. yard until they receive hand signal from the towerman.

8. 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.

## 9. SPEED TEST BOARDS.

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

Westward trains, between MP 13 and MP 14 between  
 Downer and Crawford.

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

## 10. MANUAL INTERLOCKINGS.

Glyndon .....N. P. Ry. crossing  
 Warren .....MStP&SSM. RR. crossing

## 11. AUTOMATIC INTERLOCKINGS.

Barnesville Jct. ....Junction with First Subdivision  
 Noyes Jct., 1.43 miles west of .....N. P. Ry. crossing  
 Shirley, 4.51 miles west of .....N. P. Ry. crossing



## TENTH, ELEVENTH, TWELFTH, THIRTEENTH, FOURTEENTH SUBDIVISIONS

(Halstad, Warroad, Neche, Walhalla, Hannah Lines)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Steam	
	Passenger	Freight	Passenger	Freight
Moorhead and M. N. Jct. ....	40 MPH	35 MPH	35 MPH	25 MPH
Red Lake Falls Jct. and Warroad .....	40 MPH	30 MPH	35 MPH	25 MPH
PA Tower and Grafton .....	50 MPH	45 MPH	45 MPH	40 MPH
Grafton and Neche .....	40 MPH	35 MPH	35 MPH	30 MPH
Grafton Jct. and Walhalla .....	40 MPH	35 MPH	35 MPH	30 MPH
Hannah Jct. and Hannah .....	45 MPH	35 MPH	35 MPH	30 MPH

### 2. SPEED RESTRICTIONS.

Gretna, all trains approach and pass through Canadian Pacific yard at restricted speed.

O-1 Engines, between Hannah Jct. and Hannah ..... 20 MPH

Between Home Signals of Interlockings at: ..... 20 MPH

Warroad  
Ardoch  
Conway  
PA Tower

### 3. ENGINE RESTRICTIONS.

Tenth Subdivision ..... O-6, P-2, Q-2, S-2, M-2, N-3,  
heaviest permitted

Eleventh and Thirteenth Subdivisions...H-5, heaviest permitted

Twelfth Subdivision

Between PA Tower and Grafton ..... O-1, heaviest permitted

Between Grafton and Gretna ..... H-5, heaviest permitted

Fourteenth Subdivision

Between Hannah Jct. & Hannah..... O-1, heaviest permitted

### 4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

Tenth Subdivision ..... O-1, heaviest permitted

### 5. TRAIN REGISTER EXCEPTIONS.

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

PA Tower, register only for westward third class and extra trains to Twelfth Subdivision which will register by ticket.

### 6. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At M. N. Jct., PA Tower, Grafton Jct., Hannah Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

(b) Dakota Division clearance received at Tilden Jct. will clear westward trains at Red Lake Falls Jct.

### 7. MANUAL INTERLOCKINGS.

Warroad, 0.6 miles east of ..... C. N. Ry. crossing

Ardoch ..... MSTP&SSM. RR. crossing

Conway ..... MSTP&SSM. RR. crossing

PA Tower ..... Junction with Fourth Subdivision

## FIFTEENTH, SIXTEENTH, SEVENTEENTH, EIGHTEENTH, NINETEENTH, TWENTIETH SUBDIVISIONS

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

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Steam	
	Passenger	Freight	Passenger	Freight
All Stations .....	40 MPH	30 MPH	35 MPH	25 MPH

### 2. ENGINE RESTRICTIONS.

H-4, heaviest permitted.

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

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

## TWENTY-FIRST SUBDIVISION

(Elbow Lake Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between  
Evansville and Elbow Lake, all trains ..... 30 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Elbow Lake.. 20 MPH

### 3. ENGINE RESTRICTIONS.

O-1, heaviest permitted.

### 4. MANUAL INTERLOCKING.

Elbow Lake, 1.88 miles east of.....MSTP&SSM. RR. crossing  
Crews of Great Northern trains will operate the interlocking in accordance with instructions posted in the tower.

## TWENTY-SECOND SUBDIVISION

(Hansboro Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Steam	
	Passenger	Freight	Passenger	Freight
Devils Lake and Hansboro .....	35 MPH	25 MPH	30 MPH	25 MPH

### 2. ENGINE RESTRICTIONS.

H-4, heaviest permitted.

## WATCH INSPECTORS

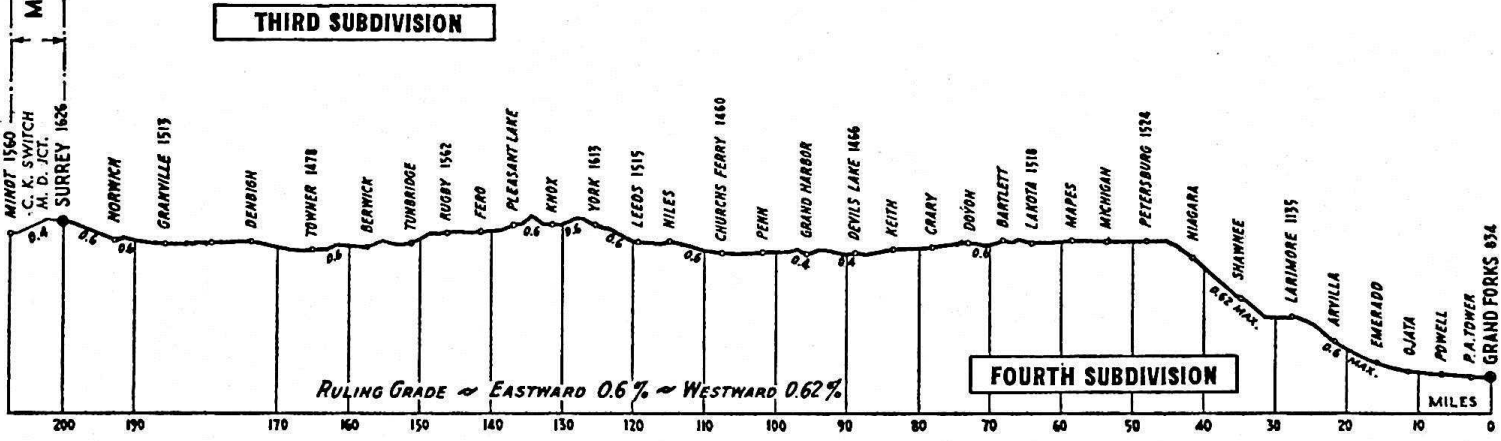
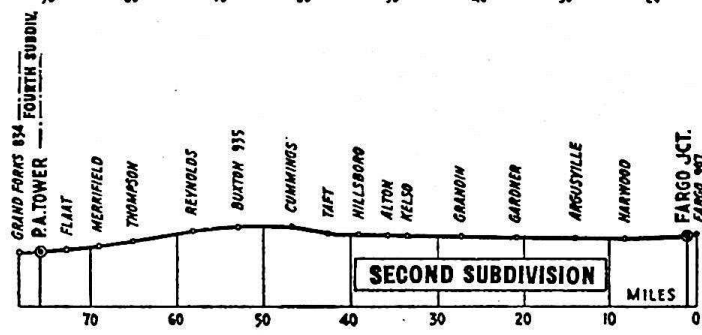
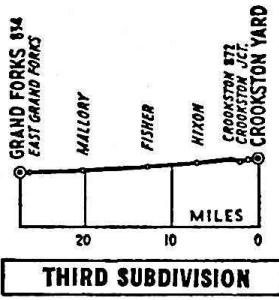
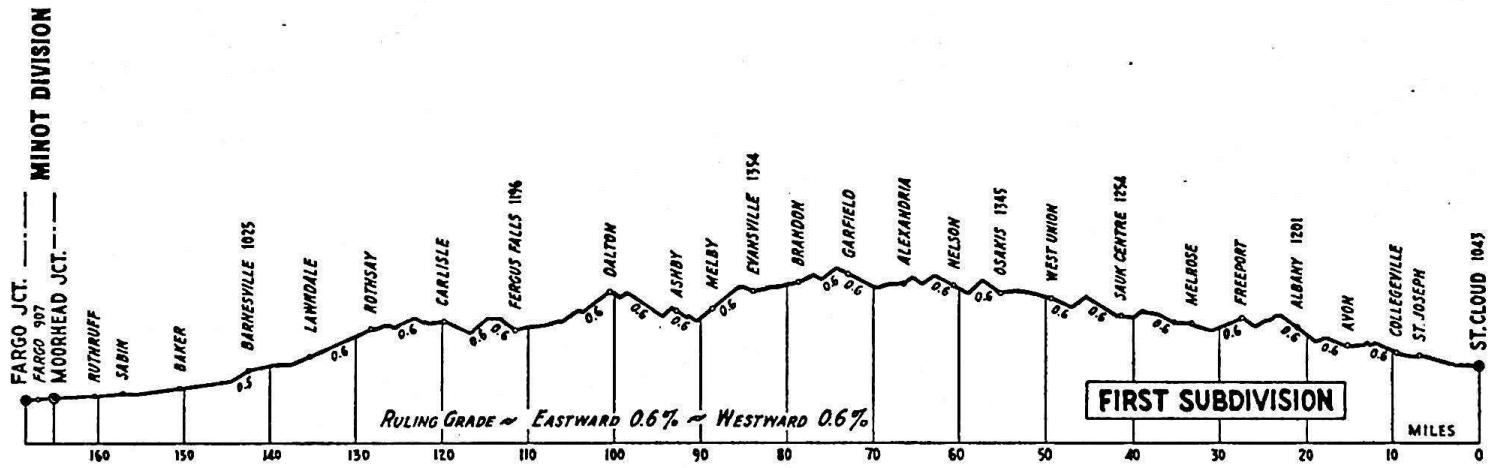
G. H. Vandesteeg .....	Sauk Centre, Minn.
E. J. Rovang .....	Fergus Falls, Minn.
O. P. Mork .....	Barnesville, Minn.
E. W. Johnson .....	Fargo, N. D.
Bratrud Jewelry Store .....	Crookston, Minn.
Munn's Jewelry .....	Crookston, Minn.
A. S. Bjornson .....	Devils Lake, N. D.
Weber Jewelry & Music Co. ....	St. Cloud, Minn.
Frank Waterbury Co. ....	Grand Forks, N. D.
A. P. Lien .....	Rugby, N. D.
A. E. Anderson .....	Towner, N. D.
C. F. Heller .....	Sherwood, N. D.

## SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

## Business Tracks not Shown as Stations on Time Table.

NAME	LOCATION	Capacity Cars	SWITCH OPENS
<b>Second Subdivision</b>			
Alton .....	2.36 miles west of Kelso .....	23	Both Ends
Taft .....	3.66 miles west of Hillsboro ..	23	Both Ends
Flaat .....	2.96 miles west of Merrifield ..	15	Both Ends
<b>Third Subdivision</b>			
Ross .....	2.64 miles west of Hixon .....	51	Both Ends
<b>Sixth Subdivision</b>			
Dolores Mission Spur ....	4.35 miles west of Tokio .....	11	East End
<b>Ninth Subdivision</b>			
Spur No. 1 .....	2.28 miles west of Glyndon ....	12	East End
Roan .....	5.03 miles west of Angus .....	45	Both Ends
Luna .....	4.18 miles west of Warren .....	19	Both Ends
Hill Farm .....	0.58 miles west of Northcote ..	16	Both Ends
<b>Tenth Subdivision</b>			
Bingham .....	2.41 miles west of Moorhead ..	634	Both Ends
<b>Eleventh Subdivision</b>			
Lyell Spur .....	3.10 miles east of Warroad ....	10	East End
<b>Twelfth Subdivision</b>			
Calspur .....	0.93 mile west of Pa Tower ..	41	East End
<b>Fourteenth Subdivision</b>			
Edison .....	2.87 miles west of Hannah Jct.	11	East End



Elevation....175