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. G. W. Clifford	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. C. G. Uhley	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. George R. Loeb	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. Norman H. Baker	Fergus Falls, Minn.
Dr. C. J. Glaspel	Grafton, N. D.
Dr. H. D. Benwell	Grand Forks, N. D.
*Dr. R. W. Vance	Grand Forks, N. D.
Dr. Walter C. Dalley	Grand Forks, N. D.
Dr. A. S. Berlin	Hallock, Minn.
Dr. Robert W. McLean	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. Henry A. Korda	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. John C. Grant	Sauk Centre, Minn.
*Dr. Julian F. DuBois, Jr.	Sauk Centre, Minn.
*Dr. J. F. DuBois	Sauk Centre, Minn.
Dr. O. S. Craise	Towner, N. D.
Dr. 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. Malcolm A. McCannel	Minneapolis, Minn.
Dr. Charles E. Stanford	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.
R. R. McEnary, Trainmaster.
T. C. Basterash, Trainmaster.
W. J. O'Connor, Trainmaster.
W. R. Richter, Ass't Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 95

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, March 1, 1953.

R. H. HEMMESCH, Superintendent.
C. O. HOOKER, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Time Table No. 95

Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 443 Daily	WESTWARD SECOND CLASS 405 Daily	WESTWARD FIRST CLASS 7 Daily	WESTWARD FIRST CLASS 11 Streamliner Daily	WESTWARD FIRST CLASS 29 Daily	Distance from Rice Jct.	STATIONS	Distance from Moorhead Jct.	Telegraph Calls	SIGNS	EASTWARD FIRST CLASS 8 Daily	EASTWARD FIRST CLASS 12 Streamliner Daily	EASTWARD FIRST CLASS 30 Daily	EASTWARD SECOND CLASS 406 Daily
TRAINS BETWEEN RICE JCT. AND ST. CLOUD WILL BE GOVERNED BY SIXTH SUBDIVISION SCHEDULES WILLMAR DIVISION TIME TABLE.																
....	.....	....	L 11.15Pm	L 12.30Pm	.....	L 10.02Pm	L 7.10Pm	L 12.37Am	.....		RICE JCT.	164.39	....	IJPX	A 5.32Am	A 12.20Pm	A 5.52Pm	.....	A 1.05Am
82	72	28	11.24	12.57	.....	10.08	7.16	s 12.47	6.17		ST. JOSEPH	158.22	JO	DP	5.24	12.14	s 5.42	.....	12.47
85	.....	4	.....	.....	.....	.....	.....	f 12.52	8.94		COLLEGEVILLE	155.45	....	P	.....	.....	s 5.37	.....	.....
90	72	24	11.36	1.18	.....	10.17	7.25	s 1.01	14.34		AVON	150.05	VN	DPW	5.13	12.05Pm	s 5.30	.....	12.15Am
96	72	51	11.47	1.35	.....	10.24	7.32	s 1.11	20.39		ALBANY	144.00	BY	DNP	5.06	11.58	s 5.20	.....	11.47
102	69	39	11.55	1.49	.....	10.30	7.38	s 1.21	26.66		FREEPORT	137.73	FR	DP	4.59	11.52	s 5.10	.....	11.25
108	79	82	12.04Am	2.01	.....	10.36	7.44	s 1.32	32.62		MELROSE	131.77	SU	DP	4.53	11.46	s 5.01	.....	11.10
117	85	119	12.25	2.30	.....	s 10.47	s 7.55	A 1.42 L 1.52	40.90		SAUK CENTRE	123.49	AU	BDNR WX	s 4.43	s11.37	L 4.48 A 4.35	.....	10.47
....	.....	....	.....	.....	.....	.....	.....	.....	41.06		PARK RAPIDS JCT.	123.33	....	JP	.....	.....	.....	.....	.....
....	.....	....	.....	.....	.....	.....	.....	.....	41.70		N. P. Ry. Crossing	122.69	....	I	.....	.....	.....	.....	.....
124	69	27	12.40	2.50	.....	10.56	8.03	f 2.03	48.70		WEST UNION	115.69	WU	DP	4.30	11.27	s 4.25	.....	10.30
130	69	30	12.49	3.05	.....	11.02	8.09	s 2.14	54.51		OSAKIS	109.88	KS	DPW	4.23	11.21	s 4.17	.....	10.20
136	69	31	12.58	3.17	.....	11.08	8.15	s 2.23	60.17		NELSON	104.22	N	DP	4.16	11.15	s 4.07	.....	10.10
141	83	131	1.07	3.30	.....	s 11.14	s 8.21	s 2.31	65.77		ALEXANDRIA	98.63	RA	DNP	s 4.08	s11.09	s 3.59	.....	9.58
148	69	23	1.18	3.45	.....	11.24	8.32	s 2.51	72.33		GARFIELD	92.06	G	DP	3.54	10.58	s 3.45	.....	9.42
154	69	42	1.27	4.05	.....	11.30	8.38	s 3.01	78.06		BRANDON	86.33	BN	DP	3.47	10.52	s 3.36	.....	9.30
159	114	169	1.43	4.25	.....	11.36	8.44	s 3.12	83.21		EVANSVILLE	81.18	NS	BDNOP WX	3.41	10.46	s 3.28	.....	9.20
163	.....	11	.....	.....	.....	.....	.....	f 3.20	87.93		MELBY	76.46	....	P	.....	.....	s 3.17	.....	.....
168	110	29	2.01	4.50	.....	11.45	8.53	s 3.31	92.12		ASHBY	72.27	B	DP	3.31	10.37	s 3.10	.....	8.53
178	69	32	2.12	5.10	.....	11.53	9.01	s 3.43	99.82		DALTON	64.57	DO	DP	3.21	10.29	s 2.59	.....	8.18
....	.....	....	.....	.....	.....	.....	.....	.....	110.26		N. P. Ry. Crossing PELICAN JCT.	54.13	....	IJP	.....	.....	.....	.....	.....
187	62	243	2.30	5.29	.....	s 12.07Am	s 9.16	s 3.57	110.93		FERGUS FALLS	53.46	GS	BDN WX	s 3.06	s10.17	s 2.41	.....	7.55
195	90	26	2.50	5.44	.....	12.19	9.25	f 4.20	119.21		CARLISLE	45.18	CA	DP	2.50	10.05	s 2.25	.....	7.40
204	69	31	3.07	5.58	.....	12.28	9.34	s 4.32	127.53		ROTHSAY	36.57	RT	DPW	2.40	9.56	s 2.14	.....	7.25
210	69	16	3.18	6.10	.....	12.36	9.41	f 4.42	134.60		LAWNDALE	29.79	WN	DP	2.32	9.49	s 2.05	.....	7.10
217	Yard	515	3.35	6.25	.....	s 12.47	s 9.51	s 5.01	141.51		BARNESVILLE	22.58	D	BDNRW XY	s 2.22	s 9.41	s 1.56	.....	6.55
....	.....	....	.....	.....	.....	A 12.49Am	9.53	A 5.03Am	142.55		BARNESVILLE JCT.	21.54	....	IJPX	L 2.15Am	9.37	L 1.48Pm	.....	.....
226	79	32	3.47	6.40	.....	.....	f 10.01	.....	149.80		BAKER	14.59	BK	DP	.....	f 9.29	.....	.....	6.40
232	49	32	3.58	6.59	.....	.....	f 10.10	.....	156.37		SABIN	8.02	SB	DP	.....	f 9.20	.....	.....	6.28
....	.....	....	A 4.15Am	A 7.15Pm	.....	.....	A 10.20Pm	.....	164.39		MOORHEAD JCT.	.....	MJ	DNIJR WX	.....	L 9.10Am	.....	.....	L 6.15Pm
TRAINS BETWEEN MOORHEAD JCT. AND FARGO JCT. BE GOVERNED BY MINOT DIVISION TIME TABLE.																
			5.00	6.45		2.47	3.10	4.26		Time Over Subdivision				3.17	3.10	4.04		6.50
			32.8	24.3		51.1	51.9	32.1		Average Speed Per Hour				43.3	51.9	35.1		24.0

Westward trains are superior to eastward trains of the same class, except as follows:
No. 11 is superior to all trains: No. 12 is superior to all trains except No. 11.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — SECOND SUBDIVISION — EASTWARD 3

Time Table No. 95 — Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 405 Daily	SECOND CLASS 443 Daily	FIRST CLASS 11 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 9 Daily	Distance from Fargo Jct.	STATIONS	Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS 12 Streamliner Daily	FIRST CLASS 4 Daily	FIRST CLASS 10 Daily	SECOND CLASS 406 Daily
TRAINS BETWEEN FARGO JCT. AND MOORHEAD JCT. BE GOVERNED BY MINOT DIVISION TIME TABLE.																
242	.....	.....	L 8.30Pm	L 4.45Am	L 10.31Pm (10)	L 1.45Pm	L 6.23Am	.....	....FARGO JCT.....	F	74.68	BDNJKOR WXYZ	A 8.59Am	A 4.25Pm	A 10.16Pm (11)	A 3.00Pm
250	78	40	8.50	5.00	10.39	1.55	s 6.33	7.44	7.44 .....HARWOOD.....	WD	67.24	DP	8.51	4.16	s 10.07	2.43
256	50	34	9.05	5.10	10.45	2.02	s 6.42	13.03	5.59 .....ARGUSVILLE.....	SI	61.65	DP	8.45	4.09	s 9.58	2.28
263	108	50	9.20	5.22	10.53	2.11 (406)	s 6.52	19.87	6.84 .....GARDNER.....	GA	54.81	DP	8.37	4.01	s 9.48	2.11 (3)
269	50	44	9.38 (10)	5.33	11.00	2.19	s 7.01	26.16	6.29 .....GRANDIN.....	GN	48.52	DP	8.30	3.54	s 9.38 (405)	1.52
275	.....	32	9.57	5.43	11.07	2.26	s 7.10	32.26	6.10 .....KELSO.....	CS	42.42	DP	8.23	3.48	s 9.28	1.40
281	210	162	10.10	5.59	s 11.16	s 2.36	s 7.21	38.00	5.74 .....HILLSBORO.....	HS	36.68	DNPW	s 8.16	s 3.40	s 9.18	1.25
289	78	36	10.25	6.12	11.25	2.46	s 7.32	45.83	7.83 .....CUMMINGS.....	MU	28.85	DP	8.04	3.29	s 9.03	1.04
295	50	49	10.37	6.21	11.31	2.53	s 7.42	51.88	6.05 .....BUXTON.....	BU	22.80	DP	7.58 (9)	3.22	s 8.52	12.52
300	77	58	10.47	6.29	11.36	2.59	s 7.53 (12)	56.78	4.90 .....REYNOLDS.....	RD	17.90	DP	7.53	3.17	s 8.42	12.42
307	110	77	11.00	6.40	11.44	3.08 (4)	s 8.03	63.95	7.17 .....THOMPSON.....	ON	10.73	DP	7.45	3.08 (3)	s 8.30	12.27
312	.....	37	11.09	6.48	11.49	3.15	f 8.11	68.87	4.92 .....MERRIFIELD.....	.....	5.81	P	7.40	3.02	f 8.20	12.17
317	.....	.....	A 11.20Pm	A 6.58Am	A 11.55Pm	A 3.24Pm	A 8.20Am	74.68	5.81 .....PA TOWER.....	PA	.....	RDNIJ XY	L 7.34Am	L 2.55Pm	L 8.10Pm	L 12.01Pm
			2.50	2.13	1.24	1.39	1.57		Time Over Subdivision				1.25	1.30	2.06	2.59
			26.3	33.8	53.4	45.3	38.3		Average Speed Per Hour				52.7	49.7	35.5	25.0

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:

No. 11 is superior to all trains:

No. 12 is superior to all trains, except No. 11.

No. 8 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

Time Table No. 95 — Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS (406) 607 Daily Ex. Sun.	SECOND CLASS (554) 551 Daily Ex. Sun.	SECOND CLASS 331 Daily Ex. Sun.	FIRST CLASS 29 Daily	FIRST CLASS 35 Daily Ex. Sun.	FIRST CLASS 7 Daily	Distance from Crookston Yard	STATIONS	Telegraph Calls	Distance from Grand Forks	SIGNS	FIRST CLASS 30 Daily	FIRST CLASS 36 Daily Ex. Sun.	FIRST CLASS 8 Daily	SECOND CLASS (405) 404 Daily	SECOND CLASS (553) 552 Daily Ex. Sun.	SECOND CLASS 332 Daily Ex. Sun.
A298	Yard	495	.....	L 8.00Pm	.....	.....	L 2.25Pm	.....	.....	..CROOKSTON YARD..	CA	27.13	BJNOPR WXY	.....	A 12.14Am	.....	.....	A 8.05Am	.....
.....	.....	.....	.....	8.07	L 12.58Pm	L 7.23Am	2.26	L 2.31Am	0.81	0.81 ...CROOKSTON JCT....	....	26.32	JPWX	A 11.43Am	12.12	A 12.22Am	.....	8.03	A 2.33Pm
A299	.....	163	.....	A 8.10Pm	A 1.01Pm	A 7.25 / L 7.37	A 2.30 (332) / L 2.35	A 2.33 / L 2.42	1.98	1.17 .....CROOKSTON.....	C	25.15	BDNK ORXZ	L 11.41 / A 11.36	L 8 12.09Am / A 11.35	L 36 12.19 / A 12.06	.....	L 8.00Am	35 L 2.30Pm
.....	.....	62	L 7.55Am (29)	.....	.....	7.40 (607)	2.38	A 2.44Am	3.55	1.13 .....NOYES JCT.....	....	24.02	JPXY	11.34	11.29	L 12.04Am	A 3.30Am	.....	.....
M5	49	38	8.05	.....	.....	7.45	2.43	.....	7.00	3.89 .....HIXON.....	....	20.13	P	11.29	11.23	.....	3.20	.....	.....
M10	111	51	8.20	.....	.....	s 7.53	s 2.51	.....	12.77	5.77 .....FISHER.....	FH	14.30	DP	s 11.22	s 11.13	.....	3.08	.....	.....
M18	50	18	8.35	.....	.....	s 8.03	s 3.01	.....	20.20	7.43 .....MALLORY.....	RY	6.93	DP	s 11.13	s 11.01	.....	2.53	.....	.....
M24	Yard	538	8.50	.....	.....	s 8.13	s 3.10	.....	26.34	6.14 EAST GRAND FORKS	EA	0.79	X	s 11.05	s 10.51	.....	2.40	.....	.....
320	Yard	3370	A 9.00Am	.....	.....	A 8.20Am	A 3.15Pm	.....	27.13	0.79 ....GRAND FORKS....	GF	.....	BDNK ORWXZ	L 11.00Am	L 10.45Pm	.....	L 2.30Am	.....	.....
			1.05	.10	.03	.57	.50	.13		Time Over Subdivision				.43	1.29	.18	1.00	.05	.03
			22.1	11.8	23.4	30.3	32.5	10.6		Average Speed Per Hour				36.7	18.3	7.6	24.0	23.7	23.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 413 Daily	351 Daily Ex. Sun.	(354) 349 Daily Ex. Sun.	(310) 319 Daily Ex. Sun.	321 Daily Ex. Sun.	303 Daily Ex. Sun.	205 Daily Ex. Sun.	307 Daily Ex. Sun.	FIRST CLASS (10) 149 Daily	3 Daily	(4) 147 Daily	9 Daily	(12) 151 Streamliner Daily	Distance from Grand Forks	Time Table No. 95 Effective March 1, 1953 STATIONS	Telegraph Calls
320	Yard	3370	.....	.....	.....	.....	.....	.....	.....	L 9.20Am	L 7.55Pm	L 142 3.40Pm	L 4 2.40Pm	L 144 8.45Am	L 7.30Am	.....	GRAND FORKS	GF
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.90	1.90 UNIVERSITY	.....
317	.....	.....	L 5.20Pm	.....	.....	.....	.....	.....	.....	A 9.30Am	A 8.10Pm	3.55	A 2.55Pm	8.59	A 7.34Am	2.59	0.69 PA TOWER	PA
326	.....	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 9.04	.....	6.71	4.12 POWELL	.....
330	79	.....	5.45	.....	.....	.....	.....	.....	.....	.....	.....	4.05	.....	9.09	.....	11.06	4.35 OJATA	.....
335	79	40	5.57	.....	.....	.....	.....	.....	.....	.....	.....	4.10	.....	s 9.16	.....	15.70	4.64 EMERADO	DO
341	73	32	6.10	.....	.....	.....	.....	.....	.....	.....	.....	4.17	.....	s 9.26	.....	21.73	6.03 ARVILLA	RF
347	Yard	709	206-10 6.45	.....	.....	.....	.....	.....	L 10.20Am	.....	.....	4.24	.....	s 9.40	.....	27.76	6.03 LARIMORE	KI
.....	.....	.....	.....	.....	.....	.....	.....	.....	A 10.25Am	.....	.....	.....	.....	.....	.....	30.14	2.38 HANNAH JCT.	.....
354	71	.....	7.05	.....	.....	.....	.....	.....	.....	.....	.....	4.33	.....	f 9.51	.....	34.93	4.79 SHAWNEE	.....
361	100	36	7.25	.....	.....	.....	.....	.....	.....	.....	.....	4.41	.....	s 10.03	.....	41.66	6.73 NIAGARA	NA
367	71	32	7.42	.....	.....	.....	.....	.....	.....	.....	.....	4.49	.....	s 10.14	.....	47.96	6.30 PETERSBURG	BE
373	100	32	7.58	.....	.....	.....	.....	.....	.....	.....	.....	4.56	.....	s 10.24	.....	53.72	5.76 MICHIGAN	HI
378	72	37	8.10	.....	.....	.....	.....	.....	.....	.....	.....	5.01	.....	s 10.32	.....	58.41	4.69 MAPES	MA
383	71	100	8.35	.....	.....	.....	.....	L 12.30Pm	.....	.....	.....	s 5.09	.....	s 10.48	.....	64.12	5.71 LAKOTA	B
.....	.....	.....	.....	.....	.....	.....	.....	A 12.32Pm	.....	.....	.....	.....	.....	.....	.....	64.45	0.33 SARLES JCT.	.....
387	70	32	8.50	.....	.....	.....	.....	.....	.....	.....	.....	5.15	.....	s 10.57	.....	68.19	3.74 BARTLETT	BA
393	72	29	9.05	.....	.....	.....	.....	.....	.....	.....	.....	10 5.20	.....	s 11.05	.....	73.09	4.90 DOYON	DY
397	74	34	414 9.20	.....	.....	.....	.....	.....	.....	.....	.....	5.25	.....	s 11.13	.....	77.90	4.81 CRARY	CY
403	70	31	9.35	.....	.....	.....	.....	.....	.....	.....	.....	5.31	.....	f 11.21	.....	83.51	5.61 KEITH	.....
408	Yard	702	A 9.50 L 11.10	.....	.....	.....	L 4 12.58Pm	.....	.....	.....	.....	A 5.38 L 5.45	.....	A 11.29 L 11.53	.....	88.72	5.21 DEVILS LAKE	WS
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92.92	4.20 M. St.P.& S.S.M.R.R.Cg.	.....
415	73	34	11.35	.....	.....	.....	f 1.15	.....	.....	.....	.....	5.55	.....	12.02Pm	.....	95.82	2.90 GRAND HARBOR	.....
421	76	33	11.47	.....	.....	.....	s 1.25	.....	.....	.....	.....	6.02	.....	s 12.12	.....	101.70	5.88 PENN	PN
427	115	128	11.59	.....	.....	.....	A 1.40Pm	.....	.....	.....	.....	6.09	.....	4 s 12.24	.....	107.67	5.97 CHURCHS FERRY	FY
434	70	29	12.15Am	.....	.....	.....	.....	.....	.....	.....	.....	414 6.17	.....	f 12.33	.....	114.82	7.15 NILES	.....
438	70	29	12.25	.....	.....	.....	.....	.....	.....	.....	.....	6.23	.....	s 12.40	.....	119.09	4.27 LEEDS	JD
445	81	157	12.45	.....	414 L 5.40Pm	.....	.....	.....	.....	.....	.....	6.30	.....	350 s 12.52	.....	125.41	6.32 YORK	XN
451	56	34	1.01	.....	5.50	.....	.....	.....	.....	.....	.....	6.36	.....	s 1.02	.....	131.41	6.00 KNOX	OX
456	70	37	1.13	.....	5.57	.....	.....	.....	.....	.....	.....	6.42	.....	s 1.12	.....	136.93	5.52 PLEASANT LAKE	A
465	124	241	1.50	L 8.30Pm	A 6.10Pm	.....	.....	.....	.....	.....	.....	s 6.59	.....	s 1.50	.....	145.96	9.03 RUGBY	RU
471	70	18	2.08	8.40	.....	.....	.....	.....	.....	.....	.....	7.06	.....	s 2.00	.....	151.18	5.22 TUNBRIDGE	UN
477	71	35	2.20	8.49	.....	.....	.....	.....	.....	.....	.....	7.13	.....	s 2.11	.....	157.47	6.29 BERWICK	BK
484	69	116	2.35	A 9.00Pm	.....	.....	.....	.....	.....	.....	.....	f 7.22	.....	10 s 2.35	.....	164.94	7.47 TOWNER	OW
492	70	17	2.52	.....	.....	.....	.....	.....	.....	.....	.....	7.33	.....	f 2.46	.....	173.65	8.71 DENBIGH	.....
504	70	140	3.15	.....	.....	L 5.25Pm	.....	.....	.....	.....	.....	7.46	.....	414 s 3.02	.....	185.20	12.15 GRANVILLE	J
512	71	28	3.30	.....	.....	5.50	.....	.....	.....	.....	.....	7.55	.....	s 3.12	.....	193.56	6.86 NORWICH	CH
519	70	36	3.44	.....	.....	6.10	.....	.....	.....	.....	.....	8.04	.....	s 3.23	.....	199.89	7.23 SURREY	SR
.....	.....	.....	A 3.45Am	.....	.....	A 6.11Pm	.....	.....	.....	.....	.....	A 8.05Pm	.....	A 3.24Pm	.....	200.00	.11 M. D. JCT.	.....
			10.25 19.2	.30 37.9	.30 41.1	.46 18.5	.42 27.0	.02 10.0	.05 28.5	.10 15.5	.15 10.0	4.25 46.0	.15 10.0	6.29 30.3	.04 28.8		Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows: No. 152 is superior to all trains; No. 151 is superior to all trains except No. 152.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 22.

Time Table No. 95
Effective March 1, 1953

STATIONS	Distance from M. D. Junction	SIGNS	FIRST CLASS (9) 144 Daily	4 Daily	10 Daily	(3) 142 Daily	(11) 152 Streamliner Daily	SECOND CLASS 352 Daily Ex. Mon.	(309) 320 Daily Ex. Sun.	322 Daily Ex. Sun.	304 Daily Ex. Sun.	(353) 350 Daily Ex. Sun.	206 Daily Ex. Sun.	308 Daily Ex. Sun.	414 Daily
....GRAND FORKS	200.00	BDNK ORWXZ	A 8.25Am	A 2.30Pm	A 7.25Pm	A 3.30Pm	A 11.59Pm							A 7.05Pm	
1.90															
.....UNIVERSITY.	198.10	P													
0.69															
.....PA TOWER..	197.41	RDNIJXY	L 8.20Am	2.25	7.20	L 3.24Pm	L 11.55Pm							L 6.55Pm	A 1.55Am
4.12															
.....POWELL....	193.29	P			f 7.15										
4.35															
.....OJATA.....	188.94	P		2.16	7.10										1.35
4.64															
.....EMERADO...	184.30	DP		2.11	s 7.04										1.20
6.03															
.....ARVILLA....	178.27	DP		2.04	s 6.55										1.05
6.03		BDNJKO			413								413		
.....LARIMORE...	172.24	PRWXY		1.57	s 6.45								A 6.10Pm		12.45
2.38															
....HANNAH JCT..	169.86	JPX			6.34								L 6.03Pm		
4.79															
.....SHAWNEE...	165.07	P		1.48	f 6.27										12.05Am
6.73															
.....NIAGARA....	158.39	DPW		1.41	s 6.17										11.45
6.30															
....PETERSBURG.	152.04	DP		1.34	s 6.07										11.25
5.76															
.....MICHIGAN...	146.28	DPW		1.28	s 5.57										11.10
4.69															
.....MAPES.....	141.59	DP		1.23	s 5.48										10.50
5.71															
.....LAKOTA....	135.88	DNPRX		s 1.16	s 5.39						A 10.20Am				10.30
0.33															
....SARLES JCT..	135.55	JXYP									L 10.18Am				
3.74															
.....BARTLETT...	131.81	DP		1.11	s 5.28										10.01
4.90															
.....DOYON.....	126.91	DPW		1.06	s 3 5.20										9.40
4.81															413
.....CRARY.....	122.10	DP		1.01	s 5.10										9.20
5.61															
.....KEITH.....	116.49	P		12.55	f 5.00										9.05
5.21															
....DEVILS LAKE.	111.28	BDNJKO PRWXYZ		L 321 12.48	L 4.52					A 10.35Am					L 8.45
4.20				A 12.45	A 4.44										A 7.30
M. St.P.&S.S.M.R.R.Cg.	107.08	I													
2.90															
..GRAND HARBOR	104.18	P		12.37	f 4.35					f 10.21					7.10
5.88															
.....PENN.....	98.30	DP		12.31	s 4.26					s 10.10					6.55
5.97		BDJPR		9											
.CHURCHS FERRY	92.33	WXY		12.24	s 4.16					L 9.59Am					6.40
7.15															
.....NILES.....	85.18	P		12.16	f 4.06										3 6.17
4.27															
.....LEEDS.....	80.91	DPW		12.11	s 3.59										5.55
6.32		BDJPR													349
..... YORK.....	74.59	WXY		12.04Pm	s 3.48							9 A 12.35Pm			5.40
6.00															
.. ..KNOX.....	68.59	DP		11.57	s 3.35							12.25			5.25
5.52															
..PLEASANT LAKE	63.07	DP		11.51	s 3.25							12.18			5.10
9.03															
.....RUGBY.....	54.04	BDNJK OPRWXY		s 11.40	s 3.12			A 4.05Am				L 12.05Pm			4.50
5.22															
.....TUNBRIDGE..	48.82	DP		11.32	s 2.56			3.55							4.15
6.29															
.....BERWICK...	42.53	DP		11.25	s 2.46			3.46							4.01
7.47		BDJKP			9										
.....TOWNER....	35.06	RWXY		f 11.15	s 2.35			L 3.35Am							3.45
8.71															
.....DENBIGH ...	26.35	P		11.04	f 2.19										3.25
12.15		BDJP													9
.....GRANVILLE..	14.20	RWXY		10.51	s 2.05				A 6.50Am						3.02
6.86															
.....NORWICH...	7.34	DP		10.43	s 1.55				6.35						2.35
7.23															
.....SURREY....	.11	DNR		10.35	s 1.45				6.20						2.21
.11															
.....M. D. JCT....	.....	IJ		L 10.34Am	L 1.44Pm				L 6.19Am						L 2.20Pm
Time Over Subdivision			.05	3.56	5.41	.06	.04	.30	.31	.36	.02	.30	.07	.10	11.35
Average Speed Per Hour			31.1	50.8	35.3	26.0	38.8	37.9	27.5	31.3	10.0	41.1	20.4	15.5	18.9

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows: No. 152 is superior to all trains; No. 151 is superior to all trains except No. 152.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

FIFTH SUBDIVISION

WESTWARD — **EASTWARD**

Time Table No. 95
Effective March 1, 1953

Station Numbers	Car Capacity: Other Tracks	SECOND CLASS 301 Daily Ex. Sunday	Distance from Fergus Falls	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 302 Daily Ex. Sunday
187		L 11.30Am		FERGUS FALLS	GS	BDN RWX	A 8.40Am
TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS BE GOVERNED BY FIRST SUBDIVISION SCHEDULES.							
			0.67	PELICAN JCT. 0.67			
		A 11.32Am	0.73	WEST N. P. RY. JCT. 0.06		IJ	L 8.37Am
TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.							
		L 11.33Am	0.94	EAST N. P. RY. JCT. 0.21			A 8.35Am
L- 8	2	s 11.51	8.81	ELIZABETH 7.87			s 8.10
L-16	25	s 12.13Pm	16.35	ERHARD 7.54	RH	D	s 7.48
L-21	59	A 12.35Pm	22.35	PELICAN RAPIDS 6.00	P	BDRW	L 7.30Am
		1.05		Time Over Subdivision			1.10
		20.6		Average Speed Per Hour			19.2

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

SIXTH SUBDIVISION

WESTWARD — **EASTWARD**

Time Table No. 95
Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 601 Sun., Tues. and Thur.	FIRST CLASS 209 Daily Ex. Sunday	Distance from Nolan	STATIONS	Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS 210 Daily Ex. Sunday	THIRD CLASS 602 Mon., Wed. and Fri.
FS41				L 8.15Am		NOLAN	W	101.38	DNIJ RW	A 7.30Pm	
T16	Yard	201	L 10.20Am	s 8.35	1.53	PAGE 1.53	GE	99.85	BDPRXY	s 7.25	A 5.15Pm
T23		34	10.55	s 8.55	8.65	COLGATE 7.12	CG	92.73	DP	s 7.05	4.55
T29		75	11.20	s 9.25	14.92	HOPE 6.27	HO	86.46	DP	s 6.48	4.20
T36		37	11.40	s 9.42	21.26	BLABON 6.34	BN	80.12	DP	s 6.28	3.55
T39		23	11.50	f 9.48	24.18	PICKERT 2.92		77.20	P	f 6.19	3.30
					26.78	WATER TANK 2.60		74.60	W		
T44		41	12.25Pm	s 10.12	29.25	FINLEY 2.47	FN	72.13	DP	s 6.08	3.05
T50		38	12.45	s 10.40	35.75	SHARON 6.50	QN	65.63	DP	s 5.49	2.30
T57	47	73	1.20	s 11.05	42.81	ANETA 7.06	NE	58.57	DP	s 5.30	1.45
T62		30	1.35	s 11.20	47.79	KLOTEN 4.98	KN	53.59	DP	s 5.08	1.05
T68		45	2.00	s 11.43	53.73	McVILLE 5.94	VI	47.65	DP	s 4.50	12.45Pm
T75		39	2.20	s 11.58 602	61.05	PEKIN 7.32	K	40.33	DP	s 4.32	11.58 209
T81		40	2.40	s 12.20Pm	66.81	TOLNA 5.76	N	34.57	DP	s 4.15	11.30
T88		31	2.57	s 12.38	73.17	HAMAR 6.36	HM	28.21	DP	s 3.58	11.00
T94		51	210 3.43	s 12.57	79.56	WARWICK 6.39	WA	21.82	DPW	s 601 3.43	10.30
T101		44	4.05	s 1.15	86.84	TOKIO 7.28	KY	14.54	DP	s 3.25	9.50
T110		30	4.35	s 1.36	96.10	FORT TOTTEN 9.26	NB	5.28	DP	s 3.05	9.25
408	Yard	702	A 4.55Pm	A 1.50Pm	101.38	DEVILS LAKE 5.28	WS		BDNJKO PRWXYZ	L 2.50Pm	L 9.00Am
			6.35	5.35		Time Over Subdivision				4.40	8.15
			15.1	18.1		Average Speed Per Hour				21.7	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.

Time Table No. 95
Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 341 Daily Ex. Sun.	Distance from Vance	STATIONS	Telegraph Calls	Distance from Larimore	SIGNS	SECOND CLASS 342 Daily Ex. Sun.
FS23	69	.....	L 7.45Am	.....	VANCE	.....	66.07	JPYR	A 8.05Pm
					4.93				
R70	.....	37	s 8.10	4.93	ARTHUR	AU	61.14	DP	s 7.50
					6.03				
R76	.....	34	s 8.40	10.96	HUNTER	UN	55.11	DP	s 7.20
					5.78				
R82	.....	30	f 9.01	16.74	GREENFIELD	.....	49.33	.....	f 6.40
					2.73				
R85	.....	28	f 9.10	19.47	PRESTON	.....	46.60	.....	f 6.32
					2.17				
R87	.....	42	s 9.25	21.64	BLANCHARD	CD	44.43	DP	s 6.25
					6.34				
R93	.....	24	f 9.45	27.98	MURRAY	.....	38.09	P	f 6.01
					5.54				
R99	.....	204	s 10.35	33.52	MAYVILLE	MV	32.55	DPW	s 5.40
					4.96				
R103	.....	19	s 10.50	38.48	PORTLAND JCT.	.....	27.59	JPY	s 4.50
					6.52				
R110	.....	171	s 11.30	45.00	HATTON	HT	21.07	DP	s 4.30
					8.49				
R118	.....	168	s 12.15Pm	53.49	NORTHWOOD	ND	12.58	DP	s 3.40
					6.27				
R125	.....	44	s 12.40	59.76	KEMPTON	MT	6.31	DP	s 2.55
					6.31				BDNJKO
347	Yard	709	A 12.55Pm	66.07	LARIMORE	KI	.....	PRWXY	L 2.30Pm
			5.10		Time Over Subdivision				5.35
			12.8		Average Speed Per Hour				11.8

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Time Table No. 95
Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 343 Mon., Wed., Thurs. and Sat.	Distance from Erie Jct.	STATIONS	Telegraph Calls	Distance from Portland Jct	SIGNS	SECOND CLASS 344 Mon., Wed., Thurs. and Sat.
S15	.....	.....	L 8.45Pm	.....	ERIE JCT.	.....	32.86	JPR	A 12.55Am
					1.63				
S20	.....	27	s 8.55	1.63	ERIE	.....	31.23	.....	s 12.50
					10.74				
S31	.....	85	s 9.25	12.37	GALESBURG	.....	20.49	.....	s 12.15Am
					5.42				
S36	.....	29	s 9.45	17.79	CLIFFORD	.....	15.07	.....	s 11.50
					6.30				
S42	.....	13	s 10.05	24.09	ROSEVILLE	.....	8.77	.....	s 11.30
					4.25				
S47	24	40	s 10.30	28.34	PORTLAND	RA	4.52	D	s 11.15
			344		4.52				343
R103	.....	19	A 10.45Pm	32.86	PORTLAND JCT.	.....	.....	JPRY	L 10.55Pm
			2.00		Time Over Subdivision				2.00
			16.4		Average Speed Per Hour				16.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Time Table No. 95

Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD THIRD CLASS 547 Wed., Fri. and Sun.	WESTWARD SECOND CLASS 331 Daily Ex. Sunday	WESTWARD SECOND CLASS 405 Daily	WESTWARD FIRST CLASS 29 Daily	WESTWARD FIRST CLASS 7 Daily	Distance from Barnesville Jct.	STATIONS	Telegraph Calls	Distance from Noyes	SIGNS	EASTWARD FIRST CLASS 30 Daily	EASTWARD FIRST CLASS 8 Daily	EASTWARD SECOND CLASS 332 Daily Ex. Sunday	EASTWARD THIRD CLASS 406 Daily Ex. Sunday	EASTWARD THIRD CLASS 548 Tues., Thur. and Sat.
.....	....	....	L 6.00Am	.....	.....	L 5.03Am	L 12.49Am	.....	BARNESVILLE JCT.	....	172.08	IJPX	A 1.48Pm	A 2.15Am	.....	.....	A 3.30Pm
								6.72									
A295	....	39	6.45	.....	.....	f 5.13	12.57	6.72	DOWNER	DO	165.36	DP	s 1.38	2.05	.....	.....	3.00
								5.46									
A231	....	14	7.01	.....	.....	.....	.....	12.18	CRAWFORD	....	159.90	.....	.....	.....	.....	.....	2.30
								4.21									
									N. P. Ry. Crossing			DNI					
A235	41	81	7.45	.....	.....	s 5.33	s 1.11	16.39	GLYNDON	ND	155.69	PW	s 1.21	s 1.48	.....	.....	2.15
								6.68									
A242	....	38	8.10	.....	.....	f 5.44	1.20	23.07	AVERILL	A	149.01	P	f 1.11	1.39	.....	.....	1.45
							8	7.84						7			
A250	29	38	8.45	.....	.....	s 5.56	1.29	30.91	FELTON	FN	141.17	DP	s 12.59	1.29	.....	.....	1.20
								7.10					548				30
A255	....	43	9.15	.....	.....	s 6.07	1.37	38.01	BORUP	BO	134.07	DP	s 12.48	1.17	.....	.....	12.58
								3.20									
A260	....	11	9.30	.....	.....	f 6.12	.....	41.21	WHEATVILLE	....	130.87	.....	f 12.42	.....	.....	.....	12.20
								5.03									
A265	48	170	10.45	.....	.....	s 6.27	s 1.49	46.24	ADA	J	125.84	DNPW	s 12.35	s 1.06	.....	.....	12.01Pm
								5.02									
A271	....	31	11.05	.....	.....	f 6.36	.....	51.26	HADLER	....	120.82	P	f 12.24	.....	.....	.....	11.00
								4.83									
A275	....	37	11.35	.....	.....	s 6.45	2.02	56.09	LOCKHART	K	115.99	DP	s 12.17	12.52	.....	.....	10.35
			30					7.17					547				
A282	....	52	12.07Pm	.....	.....	s 6.56	2.11	63.26	BELTRAMI	DA	108.82	P	s 12.07Pm	12.43	.....	.....	10.00
								5.98									
A288	....	24	12.45	.....	.....	f 7.06	2.18	69.24	GREENVIEW	....	102.84	P	f 11.58	12.36	.....	.....	9.35
								9.25									
.....	....	....	1.10	L 12.55Pm	.....	7.20	2.29	78.49	M. N. JCT.	....	93.59	JX	11.45	12.24	A 2.36Pm	.....	9.05
								0.55				BJNOP					
A298	Yard	495	A 1.15Pm	.....	.....	.....	.....	79.04	CROOKSTON YARD	CA	93.61	RWXY	.....	.....	.....	.....	L 9.00Am
								0.79									
.....	....	....	.....	A 12.58Pm	.....	A 7.23Am	A 2.31Am	79.28	CROOKSTON JCT.	....	92.80	JPWX	L 11.43Am	L 12.22Am	L 2.33Pm	.....	.....

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

.....	....	62	.....	.....	L 4.01Am	.....	L 2.44Am	82.08	NOYES JCT.	....	90.00	JPXY	.....	A 12.04Am	.....	A 7.40Am	.....
								2.80									
								1.43									
.....	....	....	.....	.....	.....	.....	.....	83.51	N. P. RY. CROSSING	....	88.57	I	.....	.....	.....	.....	.....
								3.56									
A306	....	25	.....	.....	4.20	.....	f 2.51	87.07	SHIRLEY	....	85.01	P	.....	f 11.58	.....	7.15	.....
								4.51									
.....	....	....	.....	.....	.....	.....	.....	91.58	N. P. RY. CROSSING	....	80.50	I	.....	.....	.....	.....	.....
								2.75									
A313	....	34	.....	.....	4.40	.....	s 3.01	94.33	EUCLID	CD	77.75	DP	.....	s 11.48	.....	6.45	.....
								8.14									
A321	....	50	.....	.....	5.01	.....	s 3.12	102.47	ANGUS	GU	69.61	P	.....	s 11.37	.....	6.10	.....
					406			8.48								405	
									M. St. P. & S. S. M. R. R. Cross.			DNI					
A329	50	89	.....	.....	5.30	.....	s 3.32	110.95	WARREN	W	61.13	PW	.....	s 11.25	.....	5.30	.....
								9.81									
A339	....	58	.....	.....	6.05	.....	s 3.48	120.76	ARGYLE	AG	51.32	DPW	.....	s 11.11	.....	4.40	.....
							406	8.45								7	
A348	....	102	.....	.....	6.35	.....	s 4.04	129.21	STEPHEN	NE	42.87	DP	.....	s 10.59	.....	4.04	.....
								8.53									
A356	....	37	.....	.....	7.05	.....	s 4.19	137.74	DONALDSON	AN	34.34	DP	.....	s 10.47	.....	3.15	.....
								4.81									
A361	....	46	.....	.....	7.30	.....	s 4.29	142.55	KENNEDY	KY	29.53	P	.....	s 10.39	.....	2.45	.....
								9.26									
A370	56	42	.....	.....	8.10	.....	s 4.48	151.81	HALLOCK	KA	20.27	DPW	.....	s 10.27	.....	2.10	.....
								5.56									
A376	....	40	.....	.....	8.30	.....	s 4.58	157.37	NORTHCOTE	NC	14.71	P	.....	s 10.16	.....	1.25	.....
								6.66									
A383	....	34	.....	.....	8.50	.....	s 5.09	164.03	HUMBOLDT	HU	8.05	P	.....	s 10.06	.....	1.01	.....
								5.54									
A390	....	24	.....	.....	9.10	.....	s 5.19	169.57	ST. VINCENT	SY	2.51	DPXY	.....	s 9.57	.....	12.40	.....
								2.51				BDNJK					
A391	Yard	78	.....	.....	A 9.25Am	.....	A 5.25Am	172.08	NOYES	NY	.....	OPRX	.....	L 9.53Pm	.....	L 12.30Am	.....
			7.15	0.3	5.24	2.20	4.36		Time Over Subdivision				2.05	4.22	0.3	7.10	6.30
			10.9	26.8	16.6	33.9	37.4		Average Speed Per Hour				39.6	39.4	26.8	12.5	12.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — TENTH SUBDIVISION — EASTWARD

Time Table No. 95
Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		SECOND CLASS 331 Daily Ex. Sunday	Distance from Moorhead	STATIONS	Telegraph Calls	Distance from M. N. Jct.	SIGNS	SECOND CLASS 332 Daily Ex. Sunday	
.....	.....	.....	.....	L 7.10Am	.....	.....MOORHEAD.....	.....	65.96	DNJ RWX	A 8.01Pm	.....
						8.03					
P 54	.....	30	.....	s 7.55	8.03	.....KRAGNES.....	GS	57.93	D	s 7.35	.....
						6.83					
P 61	.....	70	.....	s 8.35	14.86	.....GEORGETOWN.....	WN	51.10	D	s 7.05	.....
						6.64					
P 68	.....	29	.....	s 9.05	21.50	.....PERLEY.....	PY	44.46	D	s 6.35	.....
						5.99					
P 74	.....	54	.....	s 9.35	27.49	.....HENDRUM.....	RH	38.47	D	s 6.01	.....
						1.70					
.....	.....	.....	.....	.....	29.19	.....WATER TANK.....	.....	36.77	W	.....	.....
						4.42					
P 80	.....	114	.....	s 10.20	33.61	.....HALSTAD.....	SD	32.35	D	s 5.30	.....
						7.54					
P 87	.....	43	.....	s 10.55	41.15	.....SHELLY.....	S	24.81	D	s 4.50	.....
						4.77					
P 92	.....	104	.....	s 11.25	45.92	.....NIELSVILLE.....	NS	20.04	D	s 4.20	.....
						5.55					
P 97	.....	38	.....	s 12.01Pm	51.47	.....CLIMAX.....	CX	14.49	D	s 3.45	.....
						5.90					
P103	.....	53	.....	s 12.30	57.37	.....ELDRED.....	RD	8.59	D	s 3.10	.....
						5.92					
P109	.....	15	.....	f 12.50	63.29	.....GIRARD.....	.....	2.67	.....	f 2.45	.....
						2.67					
.....	.....	.....	.....	A 12.55Pm	65.96	.....M. N. JCT.....	.....	.....	JX	L 2.36Pm	.....
				5.45		Time Over Subdivision				5.25	
				11.4		Average Speed Per Hour				12.1	

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

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

Time Table No. 95
Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		THIRD CLASS 553 Daily Ex. Sunday	Distance from Red Lake Falls Jct.	STATIONS	Telegraph Calls	Distance from Warroad	SIGNS	THIRD CLASS 554 Daily Ex. Sunday	
Y 17	.....	.....	.....	L 9.05Am	.....	.....TILDEN JCT.....	ON	115.30	DNIJR	A 7.15Pm	.....

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

.....	.....	.....	.....	L 9.30Am	.....	10.90 .....RED LAKE FALLS JCT.....	.....	104.40	JR	A 6.50Pm	.....
						2.10					
N 13	.....	83	.....	s 10.05	2.10	.....RED LAKE FALLS.....	FA	102.30	DW	s 6.45	.....
						10.25					
N 23	.....	20	.....	s 10.45	12.35	.....ST. HILAIRE.....	JO	92.05	D	s 6.01	.....
						7.20					
N 31	.....	117	.....	s 12.45Pm	20.04	.....THIEF RIVER FALLS.....	VR	85.34	DRWXY	s 5.30	.....
						3.11					
.....	.....	9	.....	.....	22.66	M. ST. P. & S. S. M. R. R. CROSSING	.....	81.74	.....	.....	.....
						3.83					
N 36	.....	14	.....	f 1.05	26.49	.....STEINER.....	.....	77.91	.....	f 3.15	.....
						5.41					
N 41	.....	35	.....	s 1.35	31.90	.....HOLT.....	GR	72.50	D	s 2.55	.....
						9.96					
N 51	.....	46	.....	s 554 2.20	41.86	.....MIDDLE RIVER.....	MD	62.54	D	s 553 2.20	.....
						8.41					
N 59	.....	23	.....	s 2.50	50.27	.....STRATHCONA.....	.....	54.13	.....	s 1.30	.....
						10.26					
N 70	.....	65	.....	s 3.50	60.53	.....GREENBUSH.....	GB	43.87	DW	s 12.55Pm	.....
						9.48					
N 79	.....	51	.....	s 4.30	70.01	.....BADGER.....	BA	34.39	D	s 11.55	.....
						6.84					
N 86	.....	16	.....	s 4.55	76.85	.....FOX.....	.....	27.55	.....	s 11.10	.....
						6.16					
N 92	.....	66	.....	s 6.01	83.01	.....ROSEAU.....	RU	21.39	D	s 10.45	.....
						9.10					
N101	.....	15	.....	s 6.30	92.11	.....SALOL.....	SA	12.29	.....	s 9.30	.....
						11.69					
.....	.....	.....	.....	.....	103.80	.....C. N. RY. CROSSING.....	.....	0.60	I BDR WXY	.....	.....
						0.60					
N114	Yard	138	.....	A 7.00Pm	104.40	.....WARROAD.....	WD	.....		L 9.00Am	.....
				9.55		Time Over Subdivision				10.15	
				11.6		Average Speed Per Hour				11.2	

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — TWELFTH SUBDIVISION — EASTWARD

Time Table No. 95 — Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 543 Mon., Wed. and Fri.	SECOND CLASS 139 Daily Ex. Sunday	SECOND CLASS 307 Daily Ex. Sunday	Distance from PA Tower	STATIONS	Telegraph Calls	Distance from Gretna	SIGNS	SECOND CLASS 140 Daily Ex. Sunday	SECOND CLASS 308 Daily Ex. Sunday	THIRD CLASS 544 Tues. Thur. and Sat.
317			L 5.10Am	L 9.30Am			PA TOWER	PA	80.77	RDNIJXY	A 6.55Pm	A 2.55Pm	
						1.30	1.30 N. P. RY. CROSSING		79.47	P			
O-12		74	6.00	s 10.03		11.82	10.52 MANVEL	MV	68.95	DP	s 6.30	2.05	
O-24	79	44	6.40	s 10.34		23.88	12.06 ARDOCH	HN	56.89	DP	s 5.58	1.15	
						23.90	0.02 M. ST. P. & S. S. M. R. R. CROSSING		56.87	I			
O-30		93	7.30	s 10.50		30.02	6.12 MINTO	MT	50.75	DP	s 5.38	12.40	
O-35		40	7.45	f 11.02		34.62	4.60 HERRIOTT		46.15	P	f 5.22	12.01Pm	
						38.21	3.59 N. P. RY. CROSSING		42.56				
O-39	87	184	A 8.15Am	L 11.41Am (307-544)	s 11.31 (139-544)	38.90	0.69 GRAFTON	FN	41.87	BDP RWX	A 4.40Pm (308)	s 5.10 (140)	L 11.41Am (307-139)
		27		A 11.44Am	11.35	39.64	0.74 GRAFTON JCT.		41.13	JPXY	L 4.35Pm	4.45	
O-46		85		s 11.55		45.39	5.75 AUBURN	AU	35.38	DP	s 4.20		
O-53		147		s 12.10Pm		53.03	7.64 ST. THOMAS	MS	27.74	DP	s 3.58		
O-59		86		s 12.31		59.09	6.06 GLASSTON	NA	21.68	P	s 3.33		
O-66		67		s 12.55		66.04	6.95 HAMILTON	H	14.73	DP	s 3.13		
O-71		51		s 1.15		71.17	5.13 BATHGATE	VD	9.60	DP	s 2.48		
O-79	Yard	157		s 1.40		79.03	7.86 NECHE	CH	1.74	DPRWX	s 2.25		
					A 1.50Pm (308)	80.77	1.74 GRETNA	N		DJPRY	L 2.00Pm (307)		
			3.05	.03	4.20		Time Over Subdivision				.05	4.55	3.14
			12.6	14.8	18.6		Average Speed Per Hour				8.9	16.4	12.0

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — THIRTEENTH SUBDIVISION — EASTWARD

Time Table No. 95 — Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 543 Mon., Wed. and Fri.	SECOND CLASS 139 Daily Ex. Sunday	Distance from Grafton Jct.	STATIONS	Telegraph Calls	Distance from Walhalla	SIGNS	SECOND CLASS 140 Daily Ex. Sunday	THIRD CLASS 544 Tues. Thur. and Sat.
	76		L 10.00Am	L 11.44Am		GRAFTON JCT.		47.59	JPXY	A 4.35Pm	A 10.55Am
OA- 7		191	10.20	s 11.57	5.78	5.78 NASH	NA	41.86	D	s 4.21	10.20
OA-14	66	104	10.50	s 12.19Pm	12.92	7.19 HOOPLE	HO	34.67	D	s 4.05	9.50
OA-18		133	11.25	s 12.31	17.56	4.64 CRYSTAL	CT	30.03	D	s 3.51	9.20
OA-24		45	11.55	s 12.49	23.85	6.29 HENSEL	CA	23.74	D	s 3.35	8.50
OA-32		117	12.40Pm	s 1.19	31.47	7.62 CAVALIER	CV	16.12	DW	s 3.15	8.20
OA-37		35	1.00	s 1.34	36.44	4.97 BACKOO	BO	11.15	D	s 2.55	7.40
OA-42		35	1.20	f 1.48	41.88	5.44 LEYDEN		5.71		s 2.39	7.20
OA-48	Yard	190	A 1.45Pm	A 2.05Pm (140)	47.59	5.71 WALHALLA	WA		DOR WXY	L 2.25Pm (139)	L 7.00Am
			3.45	2.21		Time Over Subdivision				2.10	3.55
			12.2	20.2		Average Speed Per Hour				22.0	12.1

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Time Table No. 95

Effective March 1, 1953

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS	641 Mon. Wed. and Fri.	FIRST CLASS	205 Daily Ex. Sun.	Distance from Hannah Jct.	STATIONS	Telegraph Calls	Distance from Hannah	SIGNS	FIRST CLASS 206 Daily Ex. Sun.	THIRD CLASS 642 Tues. Thur. and Sat.
.....	.....	.....	.....	L 5.40Am	.....	L 10.25Am	.....	HANNAH JCT.	.....	94.77	JPX	A 5.55Pm	A 3.00Pm
							5.84						
R-139	.....	29	.....	6.05	.....	s 10.38	5.84	McCANNA	MC	88.93	D	s 5.46	2.30
							6.56						
R-146	.....	29	.....	6.30	.....	s 10.52	12.40	ORR	OR	82.37	D	s 5.35	2.00
							4.23						
R-150	.....	52	.....	6.55	.....	s 11.03	16.63	INKSTER	NS	78.14	D	s 5.27	1.30
							6.55						
R-156	.....	26	.....	7.20	.....	s 11.19	23.18	CONWAY M. St. P. & S. S. M. R. R. Crossing	WY	71.59	I	s 5.15	12.55
							4.98						
R-161	.....	44	.....	7.50	.....	s 11.32	28.16	PISEK	P	66.61	D	s 5.05	12.32Pm
							6.16						265
R-168	50	145	.....	8.30	.....	s 642 11.57	34.32	PARK RIVER	K	60.45	DWY	s 4.53	11.57
							5.43						
R-173	.....	25	.....	8.55	.....	f 12.08Pm	39.75	KERRY	.....	55.02	.....	f 4.43	10.59
							3.87						
R-177	.....	98	.....	9.25	.....	s 12.20	43.62	EDINBURG	BU	51.15	D	s 4.36	10.45
							6.28						
R-183	30	30	.....	9.55	.....	s 12.37	49.90	UNION	U	44.87	D	s 4.24	10.15
							6.29						
R-189	.....	41	.....	10.35	.....	s 12.55	56.19	MILTON	MN	38.58	D	s 4.12	9.50
							5.78						
R-195	.....	54	.....	11.05	.....	s 1.10	61.97	OSNABROCK	NB	32.80	D	s 3.58	9.25
							5.53						
R-201	.....	80	.....	11.30	.....	s 1.23	67.50	EASBY	.....	27.27	.....	s 3.43	9.00
							6.18						
R-207	37	89	.....	12.05Pm	.....	s 1.48	73.68	LANGDON	DN	21.09	DW	s 3.30	8.40
							7.03						
R-214	.....	35	.....	12.30	.....	s 2.04	80.71	DRESDEN	RS	14.06	D	s 3.15	7.50
							7.36						
R-221	.....	42	.....	12.55	.....	s 2.20	88.07	WALES	W	6.70	D	s 3.00	7.25
							6.70				DOR	205	
R-228	.....	35	.....	A 1.20Pm	.....	A 206 2.35Pm	94.77	HANNAH	HN	.....	XY	L 2.45Pm	L 7.00Am
				7.40		4.10		Time Over Subdivision				3.10	8.00
				12.3		22.7		Average Speed Per Hour				29.9	11.9

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks				SECOND CLASS 303 Daily Ex. Sun.	Distance from Lakota	Time Table No. 95 Effective March 1, 1953 STATIONS	Telegraph Calls	Distance from Sarles	SIGNS	SECOND CLASS 304 Daily Ex. Sun.			
						L 12.32Pm	0.32	SARLES JCT.		72.37	JXYP	A 10.18Am			
							8.29								
							8.61	M. St. P. & S. S. M. R. R. Crossing		64.08					
							3.79								
VA-12		35				s 1.15	12.40	BROCKET	KO	60.29	D	s 9.45			
							6.26								
VA-18		35				s 1.40	18.66	LAWTON	ON	54.03	D	s 9.15			
							8.53								
VA-27		42				s 2.30	27.19	EDMORE	RD	45.50	DW	s 8.40			
							6.69								
VA-34		26				s 2.52	33.88	DERRICK	RC	38.81		s 7.40			
							6.17								
VA-40		44				s 3.20	40.05	HAMPDEN	DN	32.64	D	s 7.15			
							4.80								
VA-45		16				s 3.37	44.85	WEAVER		27.84		s 6.45			
							3.68								
							48.53	M. St. P. & S. S. M. R. R. Crossing		24.16					
							3.91								
VA-53		44				s 4.10	52.44	MUNICH	MN	20.25	DW	s 6.20			
							7.44								
VA-60		34				s 4.40	59.88	CLYDE	CD	12.81	D	s 5.50			
							5.94								
VA-66		36				s 5.05	65.82	CALVIN	VN	6.87	D	s 5.25			
							6.87								
VA-73		78				A 5.30Pm	72.69	SARLES	SA		DORXY	L 5.01Am			
						4.58		Time Over Subdivision				5.17			
						14.6		Average Speed Per Hour				13.7			

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: Sidings	Car Capacity: Other Tracks				SECOND CLASS 321 Daily Ex. Sun.	Distance from Church's Ferry	Time Table No. 95 Effective March 1, 1953 STATIONS	Telegraph Calls	Distance from St. John	SIGNS	SECOND CLASS 322 Daily Ex. Sun.			
427						L 1.40Pm		CHURCHS FERRY	FY	54.83	BDJPR WXY	A 9.55Am			
							7.37								
X7		25				s 1.58	7.37	MAZA	Z	47.46		s 9.35			
							8.01								
X15		173				s 2.40	15.38	CANDO	CN	39.45	D	s 9.05			
							6.29								
X22		35				s 2.57	21.67	CONSIDINE		33.16		s 8.15			
							6.17								
								M. St. P. & S. S. M. R. R. Crossing.							
X28		35				s 3.25	27.84	BISBEE	BS	26.99	D	s 7.58			
							7.32								
X35		35				s 3.45	35.16	PERTH	RH	19.67	D	s 7.32			
							5.90								
X41		26				s 3.59	41.06	GRONNA		13.77		s 7.12			
							6.35								
X48		36				s 4.50	47.41	ROLLA	RO	7.42	DW	s 6.55			
							7.42								
X55	Yard	69				A 5.10Pm	54.83	ST. JOHN	SJ		DRXY	L 6.30Am			
						3.30		Time Over Subdivision				3.25			
						15.6		Average Speed Per Hour				16.0			

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS			353 Daily Ex. Sunday	Distance from York	Time Table No. 95 Effective March 1, 1953 — STATIONS	Telegraph Calls	Distance from Dunseith	SIGNS	SECOND CLASS				
												354 Daily Ex. Sunday				
445	.....	.....	.....	.....	.....	L 12.55Pm	.....	YORK	XN	41.94	BCDJP RWXY	A 5.15Pm	.....	.....	.....	.....
								7.29								
XB 7	.....	15	.....	.....	.....	f 1.10	7.29	HONG	.....	34.65	.....	f 4.58	.....	.....	.....	.....
								7.04								
XB14	.....	35	.....	.....	.....	s 1.30	14.33	WOLFORD	WF	27.61	D	s 4.40	.....	.....	.....	.....
								6.59								
XB21	.....	24	.....	.....	.....	s 1.47	20.92	NANSON	SN	21.02	D	s 4.15	.....	.....	.....	.....
								6.42								
								ROLETTE								
XB28	.....	45	.....	.....	.....	s 2.10	27.34	M. St. P. & S. S. M. R. R. Crossing	MC	14.60	DW	s 4.00	.....	.....	.....	.....
								6.85								
XB34	.....	33	.....	.....	.....	s 2.28	34.19	THORNE	AN	7.75	D	s 3.37	.....	.....	.....	.....
								7.75								
XB42	Yard	101	.....	.....	.....	A 2.45Pm	41.94	DUNSEITH	DN	.....	DRXY	L 3.15Pm	.....	.....	.....	.....
						1.50		Time Over Subdivision				2.00				
						22.8		Average Speed Per Hour				20.9				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — EIGHTEENTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS		FIRST CLASS		Distance from Rugby	Time Table No. 95 Effective March 1, 1953 — STATIONS	Telegraph Calls	Distance from Antler	SIGNS	FIRST CLASS		THIRD CLASS	
				651 Sun., Tues. and Thur.		213 Daily Ex. Sunday						214 Daily Ex. Sunday		652 Mon., Wed. and Fri.	
465	.....	.....	.....	L 8.00Am	.....	L 3.15Pm	.....	RUGBY	RU	80.24	BDNJK ORWXY	A 12.30Pm	.....	A 2.30Pm	.....
								6.84							
V 6	.....	10	.....	8.20	.....	f 3.28	6.84	LEVERICH	.....	73.90	.....	f 12.10Pm	.....	1.57	.....
								6.42							
V13	.....	36	.....	8.50	.....	s 3.45	12.76	BARTON	BN	67.48	D	s 11.58	.....	1.40	.....
								8.45							
V21	46	36	.....	9.30	.....	s 4.05	21.21	WILLOW CITY	WC	59.03	D	s 11.40	.....	1.10	.....
								7.37							
								OMEMEE							
V30	.....	49	.....	10.15	.....	s 4.23	28.58	M. St. P. & S. S. M. R. R. Crossing	OM	51.66	D	s 11.19	.....	12.40	.....
								9.52							
V38	.....	109	.....	214 10.57	.....	s 4.53	38.10	BOTTINEAU	BO	42.14	DW	s 651 10.57	.....	12.10Pm	.....
								6.66							
V45	.....	26	.....	11.35	.....	s 5.10	44.76	CARBURY	CB	35.48	D	s 10.42	.....	11.30	.....
								6.34							
V51	.....	63	.....	12.20Pm	.....	s 5.25	51.10	SOURIS	SU	29.14	D	s 10.30	.....	11.05	.....
								5.53							
V56	.....	22	.....	12.50	.....	s 5.40	56.63	ROTH	HO	23.61	D	s 10.18	.....	10.40	.....
								5.09						214	
V62	.....	27	.....	1.15	.....	s 5.53	61.72	LANDA	NA	18.52	D	s 652 10.08	.....	10.18	.....
								5.81							
V67	.....	83	.....	2.00	.....	s 6.10	67.53	WESTHOPE....a	WS	12.71	DW	s 9.56	.....	9.35	.....
								6.00							
V73	.....	21	.....	2.30	.....	s 6.23	73.53	KUROKI	.....	6.71	.....	s 9.42	.....	8.55	.....
								6.71							
V80	.....	60	.....	A 3.00Pm	.....	A 6.35Pm	80.24	ANTLER	AR	.....	DRXY	L 9.30Am	.....	L 8.30Am	.....
				7.00		3.20		Time Over Subdivision				3.00		6.00	
				11.4		24.0		Average Speed Per Hour				26.7		13.1	

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 351 Daily Ex. Sunday	Distance from Towner	Time Table No. 95 Effective March 1, 1953 — STATIONS	Telegraph Calls	Distance from Maxbass	SIGNS	SECOND CLASS 352 Daily Ex. Monday
484			L 9.20Pm		TOWNER	OW	45.46	BDJK PRWXY	A 3.20Am
					8.91				
XD 9		10	f 9.40	8.91	MILROY		36.55		f 2.55
					5.25				
XD14		35	s 10.01	14.16	BANTRY	BA	31.30	D	s 2.35
					7.98				
XD22		35	s 10.30	22.14	UPHAM	AU	23.32	D	s 1.55
					7.36				
XD30		14	s 10.50	29.50	DEEP		15.96		s 1.15
					1.36				
				30.86	M. St. P. & S. S. M. R. R. Crossing.		14.60		
					3.96				
XD35		45	s 11.05	34.82	NEWBURG	BR	10.64	D	s 12.55
					5.95				
XD41		15	f 11.20	40.77	DUNNING		4.69		f 12.25
					4.69				
XD46		61	A 11.35Pm	45.46	MAXBASS	MX		DRXY	L 12.05Am
			2.15		Time Over Subdivision				3.15
			20.2		Average Speed Per Hour				13.9

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — TWENTIETH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 309 Daily Ex. Sunday	Distance from Granville	Time Table No. 95 Effective March 1, 1953 — STATIONS	Telegraph Calls	Distance from Sherwood	SIGNS	SECOND CLASS 310 Daily Ex. Sunday
504			L 7.20Am		GRANVILLE	J	61.22	BDJP RWXY	A 4.50Pm
					7.07				
XA 7		14	f 7.35	7.07	RISING		54.15		f 4.29
					5.93				
XA13		38	s 7.55	13.00	DEERING	DR	48.22	D	s 4.10
					4.99				
XA18		15	f 8.07	17.99	WOLSETH		43.23		f 3.29
					6.48				
XA25		36	s 8.31	24.47	GLENBURN	GX	36.75	DW	s 3.10
					5.26				
XA30		26	f 8.43	29.73	FORFAR		31.49		f 2.25
					5.54				
XA35		47	s 9.05	35.27	LANSFORD	S	25.95	D	s 2.05
					M. St. P. & S. S. M. R. R. Crossing.				
					11.09				
XA46		68	s 9.50	46.36	MOHALL	MO	14.86	D	s 12.55
					7.65				
XA52		13	s 10.10	54.01	LORAIN	RI	7.21	D	s 12.10Pm
					7.21				
XA61		77	A 10.30Am	61.22	SHERWOOD	WD		DRXY	L 11.30Am
			3.10		Time Over Subdivision				5.20
			19.3		Average Speed Per Hour				11.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS			339 Tues. Only	Distance from Evansville	Time Table No. 95 Effective March 1, 1953 — STATIONS	Telegraph Calls	Distance from Elbow Lake	SIGNS	SECOND CLASS			340 Tues. Only
159	114	169				L 6.30Pm		EVANSVILLE	NS	16.30	RDN OW	A 8.40Pm			
								6.88							
E 7	37					s 6.55	6.88	ERDAHL	ER	9.42	D	s 8.15			
								7.54							
							14.42	M. ST. P. & S. S. M. R. R. CROSSING		1.88	I				
						340		1.88				339			
E16	38					A 7.30Pm	16.30	ELBOW LAKE	KB		RD	L 7.40Pm			
						1.00 16.3		Time Over Subdivision Average Speed Per Hour				1.00 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: Sidings	Car Capacity: Other Tracks	SECOND CLASS			203 Mixed Daily Ex. Sun.	Distance from Devils Lake	Time Table No. 95 Effective March 1, 1953 — STATIONS	Telegraph Calls	Distance from Hansboro	SIGNS	SECOND CLASS			204 Mixed Daily Ex. Sun.
408	Yard	702				L 7.00Am		DEVILS LAKE	WS	65.98	BDNJKO PRWXYZ	A 3.35Pm			
								M. ST. P. & S. S. M. R. R. CROSSING							
								7.50							
FG 8	24					f 7.27	7.50	SWEETWATER		58.48		f 3.15			
								4.65							
FG12	69					s 7.45	12.15	WEBSTER	RS	53.83	D	s 2.55			
								5.30							
FG18	21					s 8.05	17.45	GARSKE		48.53		s 2.15			
								6.62							
FG24	84					s 8.35	24.07	STARKWEATHER	KT	41.91	D	s 1.50			
								4.88							
FG29	11					f 8.50	28.95	ST. JOE		37.03		f 1.25			
								4.32							
FG34	30					f 9.05	33.27	NEWVILLE		32.71		f 1.10			
								6.42							
FG40	32					s 9.27	39.69	OLMSTEAD	OM	26.29	D	s 12.50			
								M. ST. P. & S. S. M. R. R. CROSSING							
								6.66							
FG47	26					s 9.48	46.35	CROCUS		19.63		s 12.30			
								6.86							
FG53	39					s 10.14	53.21	ROCK LAKE	RA	12.77	DW	s 12.10Pm			
								5.87							
FG59	21					f 10.30	59.08	ELLSBERRY		6.90		f 11.45			
								6.90							
FG66	48					A 11.00Am	65.98	HANSBORO	HN		DRXY	L 11.30Am			
						4.00 16.5		Time Over Subdivision Average Speed Per Hour				4.05 15.1			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS.

The time of Nos. 11 and 151 must be cleared by other westward first class trains not less than 5 minutes before Nos. 11 and 151 are due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before Nos. 11 and 151 are due to leave the last station where time is shown.

The time of Nos. 11 and 151 must be cleared by eastward first class trains, except Nos. 12 and 152, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of Nos. 12 and 152 must be cleared by other eastward first class trains not less than 5 minutes before Nos. 12 and 152 are due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before Nos. 12 and 152 are due to leave the last station where time is shown.

The time of Nos. 12 and 152 must be cleared by westward first class trains, except Nos. 11 and 151 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 Nos. 11, 151, 12 and 152 are due to leave the last station where time is shown.

MAXIMUM PERMISSIBLE SPEED OF STREAMLINERS.

Streamliner trains will be so designated in column with schedule number.

Maximum permissible speed of Streamliner trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees as prescribed in Item 2(b)—SPEED RESTRICTIONS GENERAL—ALL SUBDIVISIONS.

2. SPEED RESTRICTIONS GENERAL.

ZONE TERRITORIES AND MAXIMUM PERMISSIBLE SPEED OF PASSENGER TRAINS, INCLUDING STREAMLINERS, OPERATING VIA ROUTES INDICATED BELOW:

Stations	Zone Territories Between Mile Posts		Maximum speed MPH Westward	Eastward
Rice Jct.	77.1	85.8	75	75
Collegeville	85.8	89.7	65	65
Avon	89.7	91.5	55	55
	91.5	108.2	75	75
Melrose	108.2	108.5	50	50
	108.5	117.5	75	75
Sauk Centre	117.5	140.7	65	65
Alexandria	140.7	146.8	55	55
Garfield	146.8	165.3	75	75
Melby	165.3	169.5	65	65
Ashby	169.5	176.2	75	75
Dalton	176.2	181.0	65	65
	181.0	184.7	55	55
Fergus Falls	184.7	187.6	30	30
	187.6	188.2	45	45
	188.2	217.6	75	75
Barnesville	217.6	0.3	25	25
Barnesville Jct.	0.3	13.2	70	70
Sabin	13.2	20.2	60	60
Moorhead Jct.	20.2	25.6	30	30
Fargo Jct.	25.6	62.6	70	70
Hillsboro	62.6	77.1	79	79
Buxton	77.1	97.7	70	70
PA Tower	97.7	110.4	40	40
	110.4	109.8	20	20
	0.0	87.2	60	60
Devils Lake	87.2	100.8	79	79
Churchs Ferry	100.8	196.0	60	60

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains, including 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 in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree 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 sign is reached.

When 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. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, 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.

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

(c) When passenger trains, including Streamliners, are handled by Diesel engines, Electric engines, passenger or freight steam engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, including Streamliners, the train will not exceed maximum permissible speed for freight trains in the territory operated.

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

(e) 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 25 MPH
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 30 MPH
except on 6 degree curves or sharper and on Branch Lines ..... 20 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings ..... 15 MPH
Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH
Trains or engines through No. 20 turnouts at: ..... 35 MPH
Gardner ..... East and west siding switch.
Trains or engines through No. 15 turnouts at: ..... 25 MPH
PA Tower ..... Junction switches, Second Subdivision
East and west switch of crossover west of wye
Trains or engines through all other turnouts ..... 15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it

is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

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 2302-2341 must be handled on rear of train.

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

Trains handling Great Northern 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 foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent. Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 28, 75 to 170, 247 to 249, 253 to 259, 262 to 265, 307 to 317, 400 to 468	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 572, 600 to 655	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

4. **ELECTRIC BRAKES.**

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 air brakes being handled in the train, the automatic air brake will be used.

Between terminals if engineer finds electric brakes not operating properly he shall immediately change brake valve over to automatic air brake operation and open circuit breaker to electric brake circuits. After changing from electric straight air brake operation to automatic air brake operation the train will be handled with automatic air to the next terminal where standing terminal air brake test can be made by carmen. Terminal brake tests should then be made with electric straight air and with automatic air and train may be handled with electric straight air if the brakes function properly during terminal test.

5. 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.

6. 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.

7. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

8. Gas-Electric Engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

9. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

10. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:**

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. 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. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. 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 and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

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

11. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

First Subdivision:
FERGUS FALLS—Both—East and west end depot platform, hoses in frost box.
BARNESVILLE—Both—Connections and hoses in pump house, emergency.
SAUK CENTRE—Both—West end of depot platform, emergency.

Second Subdivision:
FARGO—Both—East and west end of platform, hoses in basement of baggage room.

Third Subdivision:
CROOKSTON—Both—East and west end of depot platform, hoses in frost box.

Fourth Subdivision:
GRAND FORKS—Both—Opposite inspection shack, east end of depot platform, hoses in frost box.
DEVILS LAKE—Both—East and west end of depot platform, hoses in frost box.
RUGBY—Both—Roundhouse, emergency.

Ninth Subdivision:
HALLOCK—Both—Connections in the husk water tank, hoses in the baggage room, emergency.

12. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23, and 24 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.

13. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.
Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.
When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.
When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.
When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.
When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.
Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.
Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.
Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

23. 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 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.

24. 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.

25. **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.

26. 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, 27, 28, 29, 30 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

27. 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.

FIRST SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Rice Jct. and Moorhead Jct.	75 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

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
P-2 and heavier prohibited on following industry tracks:
Collegeville, spur track.
Albany, stockyard spur and oil spur.
Freeport, mill spur.
Melrose, Kraft spur and power house spur.
Sauk Centre, stockyard spur and industry track.
Evansville, old coal dock track.
Melby, spur track.
Ashby, stockyard spur.

4. **TRAIN REGISTER EXCEPTIONS.**
Moorhead Jct., all trains register by ticket.
Barnesville, register is for trains originating and terminating at Barnesville.
Barnesville, First class trains and passenger extras must register and obtain clearance at Barnesville.
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, and between MP 214 and MP 213 between Lawndale and Barnesville.

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 two and one-half miles west of Sabin.
Eastward trains, on block signals:
231.8 approximately one-fourth mile east of Sabin.
169.2 approximately two miles west of Ashby.
132.8 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 PA Tower	70 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 following industry tracks:
Harwood, Argusville, Gardner, Grandin, Taft, Cummings, Buxton, Merrifield.
Reynolds, spud house and industry track.

4. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

(b) Dakota Division clearance received at Fargo will clear westward first class trains and passenger extras 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 33 and MP 34 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 and second 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 when train order signal indicates proceed.

(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 PA Tower	50 MPH	
PA Tower and M. D. Jct.	70 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at PA Tower.... 20 MPH
S-1 Engines, 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 following industry tracks:
Petersburg, Michigan, Mapes, Bartlett, Doyon, Crary, Keith, Knox, Pleasant Lake, Tunbridge, Berwick, Denbigh, Norwich, Surrey.

Rugby, roundhouse tracks 1, 2 and 4, old repair track and industry track.

5. TRAIN REGISTER EXCEPTIONS.

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

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

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

Devils Lake, all trains register and receive clearance.

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

Surrey, all trains register by ticket.

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

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

(b) At 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. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks 1, 2, 3 and 4; the 5th track is known as the freight lead.

Depot Lead at west crossover just west of ice house must be kept clear for meeting and passing of trains.

Nos. 3, 9, 4, 10 and 11 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 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.

8. Doyon, water tank 1.48 miles west.

9. University, automatic block signal 109.2 governing Eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.

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 185 and MP 184 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
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.

12. **AUTOMATIC INTERLOCKINGS.**
Grand Harbor, 2.9 mi. east of.....MStP&SSM RR. crossing

FIFTH, SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Aneta, Mayville and Portland Lines)

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

Between	Diesel or Gas-Electric Passenger	Diesel or Gas-Electric Freight	Steam Passenger	Steam 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.	.....	25 MPH	.....	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. 341-342 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 .....O-4, heaviest permitted.

4. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
Sixth Subdivision Including Wye at Page...O-1 heaviest permitted.
Seventh and Eighth Subdivisions.....O-1 heaviest permitted on wye at Portland Jct.

5. **TRAIN REGISTER EXCEPTIONS.**
No. 343 will throw off register check at Portland giving all information called for in train register for Vance and Erie Jct.

6. **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.

7. **MANUAL INTERLOCKINGS.**
Nolan .....Junction with Minot Division

8. **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 Ada	59 MPH	40 MPH
Ada and Crookston Jct.	55 MPH	40 MPH
Noyes Jct. and Stephen	59 MPH	40 MPH
Stephen and Noyes	50 MPH	30 MPH

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at: ..... 20 MPH
Glyndon.
Stephen, all trains over street crossings .....25 MPH

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, S, 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 18 and MP 14 between Downer and Crawford.

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

10. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Barnesville Jct. .....Junction with First Subdivision.

Switches are electrically controlled by operator at depot, Barnesville.

11. MANUAL INTERLOCKINGS.

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

12. AUTOMATIC INTERLOCKINGS.

Noyes Jct., 1.48 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.

	Diesel or Gas-Electric		Steam	
Between	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	25 MPH	25 MPH
PA Tower and Grafton	50 MPH	45 MPH	45 MPH	40 MPH
Grafton and Neche	40 MPH	35 MPH	25 MPH	20 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.

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

O-1 and H-7 Engines, between Hannah Jct. and Hannah and between Grafton Jct. and Walhalla ..... 25 MPH

Between Home Signals of Interlockings at: ..... 20 MPH
Warroad
Ardoch
PA Tower

Wye tracks at Warroad and Thief River Falls..... 5 MPH

3. ENGINE RESTRICTIONS.

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

Eleventh Subdivision .....H-5, heaviest permitted

Twelfth Subdivision
Between PA Tower and Grafton Jct...O-1, heaviest permitted
Between Grafton and Gretna .....H-5, heaviest permitted

Thirteenth and Fourteenth Subdivisions..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
PA Tower .....Junction with Fourth Subdivision

8. AUTOMATIC INTERLOCKINGS.

Conway .....MStP&SSM. RR. crossing

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

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

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

	Diesel or Gas-Electric		Steam	
Between	Passenger	Freight	Passenger	Freight
All Stations	40 MPH	30 MPH	25 MPH	20 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.

	Diesel or Gas-Electric		Steam	
Between	Passenger	Freight	Passenger	Freight
Devils Lake and Hansboro	35 MPH	25 MPH	25 MPH	20 MPH

2. ENGINE RESTRICTIONS.

H-4, heaviest permitted.

WATCH INSPECTORS

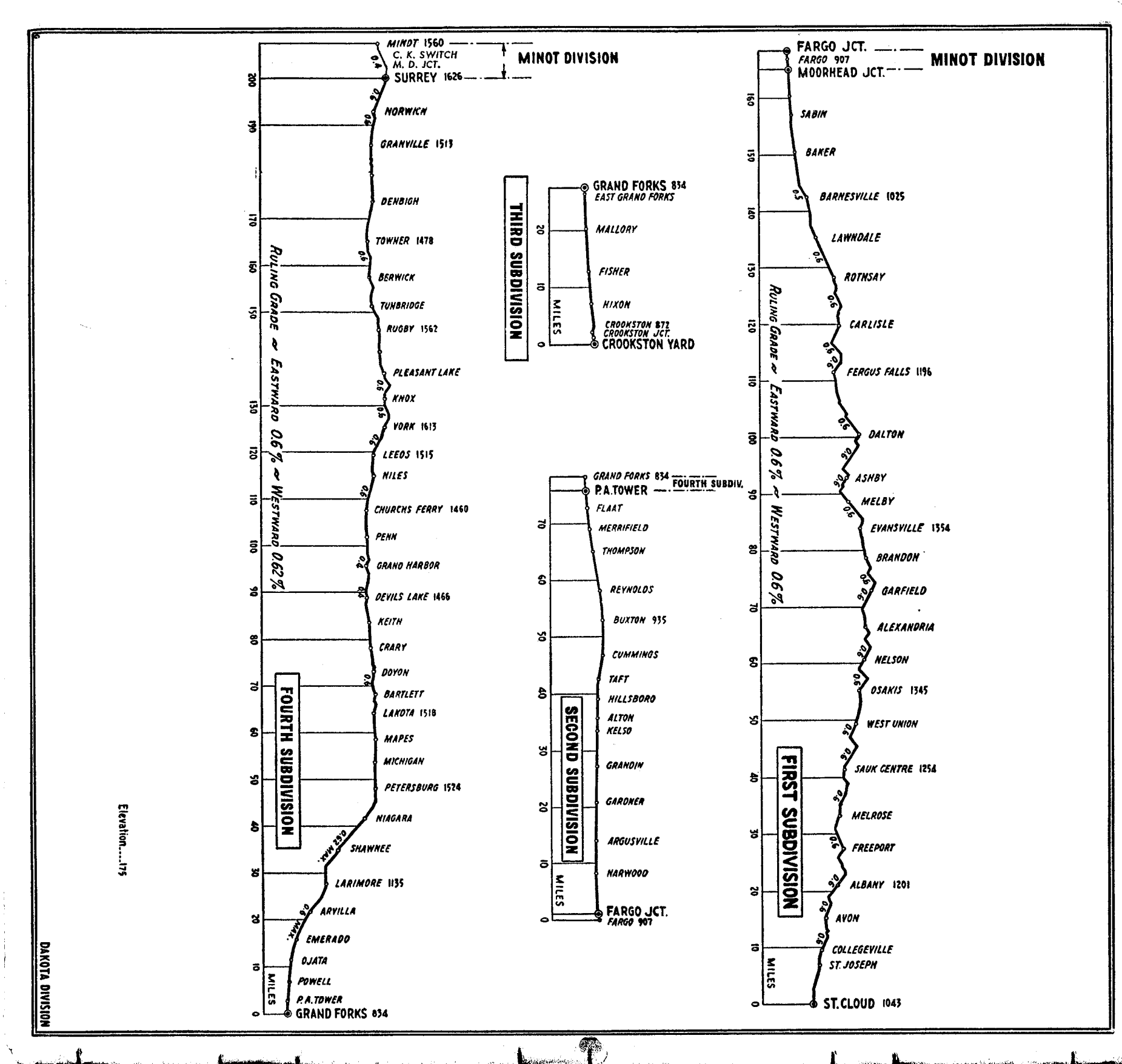
G. H. Vandesteeg	Sauk Centre, Minn.
E. J. Rovang	Fergus Falls, Minn.
O. P. Mork	Barnesville, Minn.
Crescent Jewelry Co.	Fargo, N. D.
E. W. Johnson	Fargo, N. D.
Bratrud Jewelry Store	Crookston, Minn.
Munn's Jewelry	Crookston, Minn.
Weber Jewelry & Music Co.	St. Cloud, Minn.
Frank Waterbury Co.	Grand Forks, N. D.
Ray A. Brooks	Devils Lake, N. D.
Lien's Jewelry	Rugby, N. D.
Bossert Jewelry	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
Second Subdivision			
Alton	2.36 miles west of Kelso	28	Both Ends
Taft	3.66 miles west of Hillsboro	28	Both Ends
Flaat	2.96 miles west of Merrifield	15	Both Ends
Third Subdivision			
Ross	2.64 miles west of Hixon	51	Both Ends
Sixth Subdivision			
Dolores Mission Spur	4.35 miles west of Tokio	11	East End
Ninth Subdivision			
Roan	5.08 miles west of Angus	45	Both Ends
Luna	4.18 miles west of Warren	19	Both Ends
Hill Siding	0.58 miles west of Northcote	16	Both Ends
Tenth Subdivision			
Bingham	2.41 miles west of Moorhead	684	Both Ends
Wilds	2.05 miles west of Girard	232	East End
Eleventh Subdivision			
Lyell Spur	3.10 miles east of Warroad	10	East End
Twelfth Subdivision			
Calspur	0.98 mile west of PA Tower	41	East End
Fourteenth Subdivision			
Edison	2.87 miles west of Hannah Jct.	11	East End


MINOT DIVISION
MINOT 1560
C. K. SWITCH
M. D. JCT.
SURREY 1626
4.0
NORWICH
2.0
GRANVILLE 1513
DENBIGH
TOWNER 1478
0.9
BERWICK
TUNBRIDGE
RUGBY 1562
PLEASANT LAKE
0.5
KNOX
0.5
YORK 1613
1.0
LEEDS 1515
NILES
1.0
CHURCHS FERRY 1460
PENN
2.0
GRAND HARBOR
0.4
DEVILS LAKE 1466
KEITH
CRARY
2.0
DOYON
BARTLETT
LAKOTA 1518
MAPES
MICHIGAN
PEYERSBURG 1524
NIAGARA
MAX. 2.0
SHAWNEE
LARIMORE 1135
1.0
ARVILLA
MAX.
EMERADO
OJATA
POWELL
P.A. TOWER
GRAND FORKS 834
MILES
RULING GRADE - EASTWARD 0.6% - WESTWARD 0.62%
FOURTH SUBDIVISION
THIRD SUBDIVISION
GRAND FORKS 834
EAST GRAND FORKS
MALLORY
FISHER
HIXON
CROOKSTON 872
CROOKSTON JCT.
CROOKSTON YARD
MILES
GRAND FORKS 834
P.A. TOWER
FOURTH SUBDIV.
FLAAT
MERRIFIELD
THOMPSON
REYNOLDS
BUXTON 935
CUMMINGS
TAFT
HILLSBORO
ALTON
KELSO
GRANDIN
GARDNER
ARGUSVILLE
HARWOOD
FARGO JCT.
FARGO 907
SECOND SUBDIVISION
MILES
FARGO JCT.
FARGO 907
MINOT DIVISION
MOORHEAD JCT.
SABIN
BAKER
0.5
BARNESVILLE 1025
LAWNDALE
0.6
ROTHSAY
0.6
CARLISLE
0.6
FERGUS FALLS 1196
0.6
DALTON
0.6
ASHBY
0.6
MELBY
0.6
EVANSVILLE 1354
BRANDON
0.6
GARFIELD
0.6
ALEXANDRIA
1.0
NELSON
0.6
OSAKIS 1345
1.0
WEST UNION
1.0
SAUK CENTRE 1254
1.0
MELROSE
0.6
FREEPORT
1.0
ALBANY 1201
0.6
AVON
0.6
COLLEGEVILLE
ST. JOSEPH
ST. CLOUD 1043
MILES
RULING GRADE - EASTWARD 0.6% - WESTWARD 0.6%
FIRST SUBDIVISION
Elevation....175
DAKOTA DIVISION