COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg.	Minneapolis, Minn.
Dr. Theodore Loken	Ada, Minn.
Dr. G. W. Clifford	Alexandria, Minn.
Dr. Carl Simison	Barnesville, Minn.
Dr. J. A. MacDonald	Cando, N. D.
Dr. John F. Johanson	Cavalier, N. D.
*Dr. D. E. Stewart	Crookston, Minn.
Dr. C. G. Uhley	Crookston, Minn.
*Dr. W. F. Sihler	Devils Lake, N. D.
Dr. John C. Fawcett	Devils Lake, N. D.
*Dr. Glenn W. Toomey	Devils Lake, N. D.
Dr. A. N. Flaten	Edinburg, N. D.
Dr. E. Ostergaard	Evansville, Minn.
*Dr. V. G. Borland	Fargo, N. D.
Dr. G. Howard Hall	Fargo, N. D.
Dr. Norman H. Baker	Fergus Falls, Minn.
Dr. C. J. Glaspel	Grafton, N. D.
Dr. H. D. Benwell	Grand Forks, N. D.
*Dr. Walter C. Dailey	Grand Forks, N. D.
Dr. J. E. Nord	Hallock, Minn.
Dr. Robert W. McLean	Hillsboro, N. D.
Dr. N. J. Kaluzniak	Langdon, N. D.
Dr. C. O. Haugen	Larimore, 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. Ilmar O. Kiesel	Page, N. D.
Dr. Henry A. Korda	Pelican Rapids, Minn.
Dr. J. L. Delmore	Roseau, Minn.
Dr. W. R. Fox	Rugby, N. D.
Dr. E. T. Keller	Rugby, N. D.
*Dr. O. W. Johnson	Rugby, N. D.
*Dr. H. W. Goehrs	St. Cloud, Minn.
Dr. G. H. Goehrs	St. Cloud, Minn.
*Dr. John C. Grant	Sauk Centre, Minn.
*Dr. Julian F. DuBois, Jr.	Sauk Centre, Minn.
*Dr. J. F. DuBois	Sauk Centre, Minn.
Dr. O. S. Craise	Towner, N. D.
Dr. D. E. Greene	Thief River Falls, Minn.
Dr. L. H. Landry	Walhalla, N. D.
Dr. E. E. Greene	Westhope, N. D.
Dr. C. H. Holmstrom	Warren, Minn.
Dr. Charles M. Burns	Winnipeg, Man.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. Malcolm A. McCannel	Minneapolis, Minn.
Dr. Charles E. Stanford	Minneapolis, Minn.
Dr. John E. Ruud	Grand Forks, N. D.
Dr. W. T. Wenner	St. Cloud, Minn.
Dr. Archibald D. McCannel	Minot, N. D.

M. G. Larson, Chief Dispatcher.
P. T. Rudlang, Trainmaster.
W. G. Wainio, Trainmaster.
A. D. Powers, Trainmaster.
C. P. Turnburke, Ass't Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 105

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 9, 1957

W. J. O'CONNOR, Superintendent.
R. N. WHITMAN, Assistant General Manager.
C. O. HOOKER, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Printed in U.S.A.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 443 Daily	SECOND CLASS 405 Daily	FIRST CLASS 29 Daily Ex. Sun.	FIRST CLASS 7 Daily	FIRST CLASS 11 Daily	FIRST CLASS 3 Daily	Distance from Rice Jct.	Time Table No. 105 Effective June 9, 1957 — STATIONS	Distance from Moorhead Jct.	Telegraph Calls	SIGNS	FIRST CLASS 8 Daily	FIRST CLASS 12 Daily	FIRST CLASS 30 Daily Ex. Sun.	FIRST CLASS 4 Daily	SECOND CLASS 438 Daily
TRAINS BETWEEN RICE JCT. AND ST. CLOUD WILL BE GOVERNED BY SIXTH SUBDIVISION SCHEDULES WILLMAR DIVISION TIME TABLE.																		
....	.....	.....	L 438 **11.20**Pm	L 12.30Pm	L 438 **11.33**Pm	L 11.02Pm	L 6.10Pm	L 10.22Am	.....	.....RICE JCT.....	164.34	....	IJPX	A 5.32Am	A **11.20**Am	A 6.30Pm	A 8.07Pm	A 443-29 **11.20**Pm
82	124	23	11.33	12.57	s11.45	438 **11.08**	30 **6.16**	10.28	6.17	6.17 .....ST. JOSEPH.....	158.17	JO	DNP	5.24	11.14	11 s **6.16**	8.01	7 **11.08**
85	.....	6	.....	.....	f11.55	.....	.....	.....	8.94	2.77 ...COLLEGEVILLE...	155.40	....	P	.....	.....	s 6.08	.....	.....
90	125	24	11.46	1.18	s12.08Am	11.17	6.25	10.37	14.34	5.40 .....AVON.....	150.00	VN	DPW	5.13	11.05	s 5.58	7.53	10.47
96	72	51	11.57	1.35	s12.24	11.23	6.32	10.43	20.38	6.04 .....ALBANY.....	143.96	BY	DNP	5.06	10.58	s 5.48	7.47	10.38
102	125	45	12.07Am	1.49	s12.36	11.28	6.38	12 **10.52**	26.66	6.28 .....FREEPORT.....	137.68	FR	DP	4.59	**10.52**	3 s 5.38	7.38	10.29
108	81	82	12.17	2.01	s12.52	11.33	6.44	11.02	32.62	5.96 .....MELROSE.....	131.72	SU	DP	4.53	10.43	s 5.24	7.28	10.20
117	85	119	12.45	2.25	A 1.01 L 1.10	s 11.44	s 6.55	s 11.12	40.92	8.30 ...SAUK CENTRE.★	123.42	AU	BDNR WXP	s 4.43	s10.35	L 5.10 A 4.56	s 7.18	10.07
....	.....	.....	.....	.....	.....	.....	.....	.....	41.06	0.14 .PARK RAPIDS JCT.	123.28	....	JP	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	.....	.....	.....	.....	41.70	0.64 ..N. P. Ry. Crossing..	122.64	....	I	.....	.....	.....	.....	.....
124	129	27	1.05	2.40	f 1.26	11.53	4 **7.06**	11.21	48.70	7.00 ....WEST UNION....	115.64	WU	DP	4.30	10.25	s 4.45	11 **7.06**	9.47
130	69	80	1.15	2.50	s 1.42	11.59	7.16	11.26	54.50	5.80 .....OSAKIS.....	109.84	KS	DNPW	4.24	10.20	s 4.35	7.00	9.38
136	125	31	1.25	3.00	s 1.52	12.05Am	7.21	11.31	60.17	5.67 .....NELSON.....	104.17	N	DP	4.18	10.14	s 4.24	6.54	9.28
141	83	135	1.35	3.10	s 2.14	s 12.11	s 7.27	s 11.37	65.77	5.60 ....ALEXANDRIA.★	98.57	RA	DNP	s 4.10	s10.08	s 4.15	s 6.47	9.18
148	128	23	1.45	3.25	s 2.26	12.21	7.37	11.48	72.33	6.56 .....GARFIELD.....	92.01	G	DP	3.56	9.58	s 4.01	6.35	9.05
154	69	42	1.55	30 **3.50**	s 2.36	12.26	7.42	11.53	78.08	5.75 .....BRANDON.....	86.26	BN	DP	3.50	9.52	405 s **3.50**	6.29	8.56
159	114	174	2.15	4.05	s 2.49	12.31	7.47	11.58	83.21	5.13 ....EVANSVILLE....	81.13	NS	DNOP WXB	3.45	9.46	s 3.40	6.23	8.44
163	.....	11	.....	.....	f 2.59	.....	.....	.....	87.93	4.72 .....MELBY.....	76.41	....	P	.....	.....	s 3.27	.....	.....
168	110	29	2.35	4.17	s 3.10	12.39	7.55	12.08Pm	92.12	4.19 .....ASHBY.....	72.22	B	DP	3.35	9.37	s 3.17	6.11	8.20
176	69	32	2.45	4.32	8 s **3.25**	12.47	438 **8.02**	12.16	99.82	7.70 .....DALTON.....	64.52	DO	DP	29 **3.25**	9.29	s 3.04	6.02	11 **8.02**
....	.....	.....	.....	.....	.....	.....	.....	.....	110.33	10.51 N. P. Ry. Crossing ...PELICAN JCT....	54.01	....	IJP	.....	.....	.....	.....	.....
187	62	243	8 **3.10**	4.50	s 3.50	s 1.01	s 8.16	s 12.31	110.93	0.60 ...FERGUS FALLS.★	53.41	GS	PDNWX	s 443 **3.10**	s 9.17	s 2.43	s 5.48	7.42
195	90	26	3.25	5.02	f 4.05	1.13	8.25	12.41	119.21	8.28 .....CARLISLE.....	45.13	CA	DP	2.56	9.05	s 2.26	5.34	7.27
204	125	31	3.36	4 **5.25**	s 4.20	1.20	8.34	12.49	127.82	8.61 .....ROTHSAY.....	36.52	RT	DPW	2.48	8.56	s 2.14	405 **5.25**	7.15
210	69	16	3.45	5.40	f 4.32	1.26	8.41	12.56	134.60	6.78 .....LAWNDALE.....	29.74	WN	DP	2.40	8.49	s 2.03	5.17	7.05
217	132	414	3.55	5.55	s 4.45	s 1.37	s 8.51	s 1.07	141.81	7.21 ...BARNESVILLE.★	22.53	D	BDNRW XYP	s 2.30	s 8.41	s 1.52	s 5.09	6.55
....	.....	.....	.....	.....	A 4.47Am	A 1.39Am	8.53	1.09	142.85	1.04 .BARNESVILLE JCT.	21.49	....	IJPX	L 2.23Am	8.37	L 1.42Pm	5.04	.....
226	79	32	4.06	6.10	.....	.....	f 9.01	1.17	149.80	6.95 .....BAKER.....	14.54	BK	DP	.....	f 8.29	.....	4.57	6.40
232	125	32	4.14	438 **6.28**	.....	.....	f 9.10	1.24	156.36	6.56 .....SABIN.....	7.98	SB	DP	.....	f 8.20	.....	4.50	405 **6.28**
....	.....	.....	A 4.25Am	A 6.45Pm	.....	.....	A 9.20Pm	A 1.34Pm	164.34	7.98 ..MOORHEAD JCT..	.....	MJ	DNIJR WXP	.....	L 8.10Am	.....	L 4.40Pm	L 6.15Pm
TRAINS BETWEEN MOORHEAD JCT. AND FARGO JCT. BE GOVERNED BY MINOT DIVISION TIME TABLE.																		
			5.05 32.3	6.15 26.3	5.14 27.3	2.37 54.6	3.10 51.9	3.12 51.4		Time Over Subdivision Average Speed Per Hour				3.09 45.3	3.10 51.9	4.48 29.76	3.27 47.6	5.05 32.3

AUTOMATIC BLOCK SIGNALS

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 405 Daily	SECOND CLASS 443 Daily	FIRST CLASS 11 Daily	FIRST CLASS 3 Daily	FIRST CLASS 9 Daily Ex. Sun.	FIRST CLASS 99 Sunday Only	Distance from Fargo Jct.	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS 12 Daily	FIRST CLASS 4 Daily	FIRST CLASS 10 Daily Ex. Sun.	FIRST CLASS 100 Sunday Only	SECOND CLASS 438 Daily
TRAINS BETWEEN FARGO JCT. AND MOORHEAD JCT. BE GOVERNED BY MINOT DIVISION TIME TABLE.																		
242	....	....	L 8.30Pm	L 4.45Am	L 9.31Pm	L 1.53Pm	L 6.23Am	L 6.28Am	.....	FARGO JCT..★...	F	74.70	BDNJKOR WXYZVP	A 7.59Am	A 4.20Pm	A 10.06Pm	A 12.25Am	A 2.40Pm
250	78	40	8.48	5.00	9.39	2.01	s 6.31	f 6.38	7.46	HARWOOD.....	WD	67.24	DP	7.51	4.12	s 9.57	f 12.11	2.25
256	50	34	9.00	5.10	10 **9.45**	438 **2.07**	s 6.39	f 6.48	13.05	ARGUSVILLE.....	SI	61.65	DP	7.45	4.06	s 11 **9.45**	f 12.01Am	3 **2.07**
263	108	50	9.12	5.22	9.53	2.14	s 6.47	f 6.58	19.89	GARDNER.....	GA	54.81	DP	7.37	3.59	s 9.35	f 11.50	1.45
269	125	58	10 **9.28**	5.33	10.00	2.20	s 6.56	f 7.08	26.18	GRANDIN.....	GN	48.52	DP	7.30	3.53	405 s **9.28**	f 11.40	1.35
275	....	32	9.40	5.43	10.07	2.26	s 7.05	f 12 **7.23**	32.28	KELSO.....	CS	42.42	DP	99 **7.23**	3.47	s 9.18	f 11.30	1.25
281	214	162	9.55	5.59	s 10.16	s 2.34	s 12 **7.16**	s 7.33	38.00	HILLSBORO..★...	HS	36.70	DNPW	s 9 **7.16**	s 3.42	s 9.08	s 11.16	1.15
289	78	36	11 **10.25**	6.12	405 **10.24**	2.42	s 7.32	f 7.42	45.85	CUMMINGS.....	MU	28.85	DP	7.04	3.33	s 8.53	f 11.06	12.57
295	50	49	10.37	6.21	10.29	2.47	s 7.42	f 7.50	51.90	BUXTON.....	BU	22.80	DP	6.58	3.28	s 8.42	f 10.57	12.47
300	77	58	100 **10.50**	6.29	10.34	2.52	s 7.53	f 7.58	56.80	REYNOLDS.....	RD	17.90	DP	6.53	3.24	s 8.32	405 f **10.50**	12.37
307	110	77	11.00	12 **6.45**	100 **10.40**	2.58	s 8.03	s 8.08	63.97	THOMPSON.....	ON	10.73	DP	443 **6.45**	3.18	s 8.20	11 s **10.40**	12.27
312	....	37	11.09	6.51	10.46	3.02	4 f 8.11	f 8.15	68.89	MERRIFIELD.....	.....	5.81	P	6.40	3.14	f 8.10	f 10.24	12.17
317	....	....	A 11.20Pm	A 6.58Am	A 10.55Pm	4 A **3.08**Pm	A 8.20Am	A 8.25Am	74.70	PA TOWER.....	PA	.....	RDNIJ XYP	L 6.34Am	3 L **3.08**Pm	L 8.00Pm	L 10.14Pm	L 12.01Pm
			2.50 26.4	2.13 33.7	1.24 53.4	1.15 59.7	1.57 38.3	1.57 38.3		Time Over Subdivision / Average Speed Per Hour				1.25 52.7	1.12 62.2	2.06 35.6	2.11 34.2	2.39 28.2

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 413 Daily	SECOND CLASS (554) 551 Daily Ex. Sun.	SECOND CLASS 331 Daily Ex. Sun.	FIRST CLASS 35 Daily Ex. Sun.	FIRST CLASS 29 Daily Ex. Mon.	FIRST CLASS 7 Daily	Distance from Crookston Yard	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Grand Forks	SIGNS	FIRST CLASS 30 Daily Ex. Sun.	FIRST CLASS 36 Daily Ex. Sun.	FIRST CLASS 8 Daily	SECOND CLASS 414 Daily	SECOND CLASS (553) 552 Daily Ex. Sat	SECOND CLASS 332 Daily Ex. Sun.
A298	Yard	359	.....	L 8.00Pm	.....	L 2.05Pm	.....	.....	.....	CROOKSTON YARD..	....	27.13	BOPR WXYV	.....	A 12.14Am	.....	.....	A 8.05Am	.....
.....	.....	....	.....	8.07	L 12.58Pm	2.06	L 7.14Am	L 3.16Am	0.68	0.68 CROOKSTON JCT...	....	26.45	UPWX	A 11.22Am	12.12	A 12.22Am	.....	8.03	A 2.33Pm
.....	.....	....	.....	8.09	1.00	2.09	7.16	3.18	1.81	1.13 GRAND FORKS JCT..	....	25.32	J	11.20	12.10	12.20	.....	8.01	2.31
A299	.....	317	L 9.00Am	A 8.10Pm	A 1.01Pm	A 2.10 L 2.13	A 7.17 L 7.40	A 3.19 L 3.27Am	1.98	.17 CROOKSTON.....	C	25.15	BDNK ORXZP	L 11.19 A 11.13	L 8 **12.09**Am A **11.35**	L 36 **12.19** A **12.06**Am	A 4.10Pm	L 8.00Am	L 2.30Pm
.....	.....	62	9.05	.....	.....	2.16	7.43	.....	3.55	1.57 FISHER LINE JCT..	....	23.58	JXY	11.10	11.29	.....	4.05	.....	.....
M5	49	....	9.11	.....	.....	2.20	7.50	.....	7.00	3.45 HIXON.....	....	20.13	P	11.04	11.23	.....	3.58	.....	.....
M10	111	51	9.22	.....	.....	s 2.28	s 8.03	.....	12.77	5.77 FISHER.....	FH	14.36	DP	s 10.55	s 11.13	.....	3.48	.....	.....
M18	50	18	9.35	.....	.....	2.36	8.18	.....	20.20	7.43 MALLORY.....	....	6.93	P	10.44	11.01	.....	3.33	.....	.....
M24	Yard	632	9.46	.....	.....	s 2.45	s 8.33	.....	26.34	6.14 EAST GRAND FORKS.	EA	0.79	DPX	s 10.35	s 10.51	.....	3.20	.....	.....
320	Yard	3474	A 10.00Am	.....	.....	A 2.50Pm	A 8.40Am	.....	27.13	0.79 GRAND FORKS..★	GF	.....	BDNKV ORWXZP	L 10.30Am	L 10.45Pm	.....	L 3.10Pm	.....	.....
			1.00 25.2	.10 11.9	.03 26.0	.45 36.2	1.26 18.9	.11 7.1		Time Over Subdivision / Average Speed Per Hour				.52 31.30	1.29 18.3	.16 4.9	1.00 25.2	.05 23.8	.03 26.0

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	303 Daily Ex. Sun.	351 Daily Ex. Sun.	(354) 349 Daily Ex. Sun.	(310) 319 Daily Ex. Sun.	321 Daily Ex. Sun.	205 Daily Ex. Sun.	307 Daily Ex. Sun.	FIRST CLASS (100) 145 Sun. Only	(10) 149 Daily Ex. Sun.	3 Daily	(4) 147 Daily	9 Daily Ex. Sun.	99 Sun. Only	(12) 151 Daily	Distance from Grand Forks	Time Table No. 105 Effective June 9, 1957 STATIONS	Telegraph Calls
320	Yard	3474	.....	.....	.....	.....	.....	.....	.....	L 9.20Am	L 100 9.59Pm	L 10 7.45Pm	L 142 3.25Pm	L 4 2.52Pm	L 144 8.55Am	L 146 8.50Am	L 6.30Am	.....	...GRAND FORKS★	GF
																			2.58	
317	....	....	L 414 12.05Pm	.....	.....	.....	.....	.....	.....	A 9.30Am	A 10.14Pm	A 8.00Pm	3.40	A 142 3.08Pm	9.09	9.05	A 6.34Am	2.58	.....PA TOWER.....	PA
																			4.13	
326	....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 9.15	f 9.13	.....	6.71	.....POWELL.....	....
																			4.35	
330	79	....	12.17	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.50	.....	9.21	9.20	.....	11.06	.....OJATA.....	....
																			4.64	
335	79	40	12.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.56	.....	s 9.29	f 9.30	.....	15.70	.....EMERADO.....	DO
																			6.03	
341	73	32	12.35	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.03	.....	s 9.39	f 9.43	.....	21.73	.....ARVILLA.....	RF
																			6.03	
347	Yard	676	12.55	.....	.....	.....	.....	.....	L10.20Am	.....	.....	.....	4.10	.....	s 9.55	s 9.57	.....	27.76	.....LARIMORE..★	KI
																			2.25	
....	....	....	.....	.....	.....	.....	.....	.....	A10.25Am	.....	.....	.....	.....	.....	.....	.....	.....	30.01	....HANNAH JCT....	....
																			4.92	
354	71	....	1.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.20	.....	f10.05	f10.11	.....	34.93	.....SHAWNEE.....	....
																			6.73	
361	100	36	1.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.27	.....	s10.16	s10.25	.....	41.66	.....NIAGARA.....	NA
																			6.30	
367	71	27	4 1.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.34	.....	s10.25	s10.39	.....	47.96	....PETERSBURG....	BE
																			5.76	
373	100	32	1.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.40	.....	s 414 10.35	s 414 10.49	.....	53.72	.....MICHIGAN.....	HI
																			4.69	
378	72	37	2.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.45	.....	s10.44	f10.58	.....	58.41	.....MAPES.....	MA
																			5.71	
383	71	198	2.20	L 9.35Pm	.....	.....	.....	.....	.....	.....	.....	.....	s 4.52	.....	s10.58	s11.08	.....	64.12	.....LAKOTA...★	B
....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64.44	0.32 ....SARLES JCT....	....
																			3.75	
387	70	16	2.30	s 9.45	.....	.....	.....	.....	.....	.....	.....	.....	4.57	.....	s11.05	f11.17	.....	68.19	.....BARTLETT.....	BA
													10 5.02						4.90	
393	72	29	2.38	s 9.59	.....	.....	.....	.....	.....	.....	.....	.....		.....	s11.13	f11.26	.....	73.09	.....DOYON.....	DY
																			4.81	
397	74	34	2.46	s10.15	.....	.....	.....	.....	.....	.....	.....	.....	5.07	.....	s11.21	f11.34	.....	77.90	.....CRARY.....	CY
																			5.61	
403	70	21	2.55	f10.25	.....	.....	.....	.....	.....	.....	.....	.....	5.13	.....	f11.27	f11.43	.....	83.51	.....KEITH.....	....
																			5.21	
408	Yard	681	A 3.10 L 3.40	A 10.35Pm	.....	.....	.....	L 6.30Am	.....	.....	.....	.....	A 5.19 L 5.25	.....	A11.34 L11.50	A11.51 L11.59	.....	88.72	....DEVILS LAKE.★	WS
																			4.20	
....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	92.92	M.St.P.&S.S.M.R.R.Cg.	....
																			2.90	
415	73	34	10 4.12	.....	.....	.....	.....	f 6.45	.....	.....	.....	.....	5.35	.....	11.58	12.09Pm	.....	95.82	..GRAND HARBOR..	....
																			5.88	
421	76	33	4.22	.....	.....	.....	.....	s 6.55	.....	.....	.....	.....	5.41	.....	s12.05Pm	f12.19	.....	101.70	.....PENN.....	PN
																			5.97	
427	129	128	4.32	.....	.....	.....	.....	A 7.10Am	.....	.....	.....	.....	5.47	.....	s12.13	s 4 12.29	.....	107.67	..CHURCHS FERRY..	FY
																			7.22	
434	70	29	4.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.55	.....	f 4 12.23	f12.37	.....	114.89	.....NILES.....	....
																			4.20	
438	70	29	4.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.00	.....	s12.33	s12.47	.....	119.09	.....LEEDS.....	JD
																			6.32	
445	81	117	4.58	.....	.....	L 7.05Pm	.....	.....	.....	.....	.....	.....	100 6.07	.....	s12.43	s12.57	.....	125.41	.....YORK.....	XN
																			5.99	
451	56	34	5.08	.....	.....	7.15	.....	.....	.....	.....	.....	.....	6.14	.....	s12.51	f 1.11	.....	131.40	.....KNOX.....	OX
																			5.53	
456	70	37	5.18	.....	.....	7.25	.....	.....	.....	.....	.....	.....	6.21	.....	s 1.00	f 1.23	.....	136.93	..PLEASANT LAKE..	A
																			9.03	
465	124	311	100 5.45	.....	L 8.30Pm	A 7.40Pm	.....	.....	.....	.....	.....	.....	s 6.36	.....	s 350 1.25	s 1.40	.....	145.96	.....RUGBY...★	RU
																			5.22	
471	70	18	5.55	.....	8.40	.....	.....	.....	.....	.....	.....	.....	6.44	.....	s 1.34	f 1.50	.....	151.18	.....TUNBRIDGE.....	UN
																			6.29	
477	71	29	6.05	.....	8.49	.....	.....	.....	.....	.....	.....	.....	6.52	.....	s 1.42	f 1.59	.....	157.47	.....BERWICK.....	BK
																			7.47	
484	72	119	6.30	.....	A 9.00Pm	.....	.....	.....	.....	.....	.....	.....	f 7.02	.....	s 1.55	s 2.10	.....	164.94	.....TOWNER.....	OW
																			8.71	
492	70	17	6.45	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.12	.....	10 f 2.09	f 2.20	.....	173.65	.....DENBIGH.....	....
																			12.15	
504	70	140	7.08	.....	.....	.....	L 4.40Pm	.....	.....	.....	.....	.....	7.26	.....	s 2.30	s 2.35	.....	185.80	....GRANVILLE.....	J
																			6.86	
512	71	28	7.18	.....	.....	.....	s 4.55	.....	.....	.....	.....	.....	7.34	.....	s 2.40	f 2.45	.....	192.66	.....NORWICH.....	CH
																			7.23	
519	....	36	A 7.30Pm	.....	.....	.....	A 5.11Pm	.....	.....	.....	.....	.....	A 7.45Pm	.....	A 2.50Pm	A 2.59Pm	.....	199.89	.....SURREY.....	SR
			7.29	1.00	.30	.35	.31	.40	.05	.10	.15	.15	4.20	.16	5.55	6.09	.04		Time Over Subdivision	
			26.7	24.6	37.9	35.2	27.3	28.4	27.0	15.5	10.4	10.4	46.1	9.7	33.8	32.9	38.8		Aver. Speed Per Hour.	

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Time Table No. 105 Effective June 9, 1957

STATIONS	Distance from Surrey	SIGNS	FIRST CLASS (99) 146 Sun. Only	(9) 144 Daily Ex. Sun.	4 Daily	10 Daily Ex. Sun.	(3) 142 Daily	100 Sun. Only	(11) 152 Daily	SECOND CLASS 352 Daily Ex. Mon.	(309) 320 Daily Ex. Sun.	304 Daily Ex. Sun.	(353) 350 Daily Ex. Sun.	322 Daily Ex. Sun.	206 Daily Ex. Sun.	308 Daily Ex. Sun.	414 Daily
...GRAND FORKS★	199.89	BDNKVP ORWXZ	99 A 8.30Am	9 A 8.25Am	147 A 2.40Pm	149 A 7.15Pm	3 A 3.14Pm	145 A 9.50Pm	A 10.59Pm	.....	.....	.....	.....	.....	.....	A 6.40Pm	
2.58 PA TOWER.....	197.31	PRDNIJXY	L 8.25Am	L 8.20Am	2.35	7.10	147 L 3.08Pm	9.45	L 10.55Pm	.....	.....	.....	.....	.....	.....	L 6.30Pm	A 413 12.05Pm
4.13 .....POWELL.....	193.18	P	.....	.....	.....	f 7.05	.....	f 9.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.35 .....OJATA.....	188.83	P	.....	.....	2.26	7.00	.....	9.33	.....	.....	.....	.....	.....	.....	.....	.....	11.53
4.64 .....EMERADO.....	184.19	DP	.....	.....	2.21	s 6.54	.....	s 9.25	.....	.....	.....	.....	.....	.....	.....	.....	11.46
6.03 .....ARVILLA.....	178.16	DP	.....	.....	2.14	s 6.45	.....	s 9.15	.....	.....	.....	.....	.....	.....	.....	.....	11.38
6.03 .....LARIMORE..★	172.13	BDNJK PRWXY	.....	.....	2.07	s 6.35	.....	s 9.05	.....	.....	.....	.....	.....	.....	A 6.10Pm	.....	11.30
2.25 ....HANNAH JCT.....	169.88	JPX	.....	.....	.....	6.21	.....	8.57	.....	.....	.....	.....	.....	.....	L 6.03Pm	.....	.....
4.92 .....SHAWNEE.....	164.96	P	.....	.....	1.58	f 6.15	.....	f 8.50	.....	.....	.....	.....	.....	.....	.....	.....	11.18
6.73 .....NIAGARA.....	158.23	DPW	.....	.....	1.52	s 6.05	.....	s 8.40	.....	.....	.....	.....	.....	.....	.....	.....	11.09
6.30 ....PETERSBURG....	151.93	DP	.....	.....	413 1.46	s 5.55	.....	s 8.30	.....	.....	.....	.....	.....	.....	.....	.....	11.00
5.76 .....MICHIGAN.....	146.17	DP	.....	.....	1.40	s 5.45	.....	s 8.20	.....	.....	.....	.....	.....	.....	.....	.....	9-99 10.49
4.69 .....MAPES.....	141.48	DP	.....	.....	1.35	s 5.35	.....	f 8.10	.....	.....	.....	.....	.....	.....	.....	.....	10.10
5.71 .....LAKOTA...★	135.77	DNPRX	.....	.....	s 1.28	s 5.25	.....	s 8.01	.....	.....	.....	A 10.45Am	.....	.....	.....	.....	10.00
0.32 ....SARLES JCT.....	135.45	JXYP	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.75 .....BARTLETT.....	131.70	DP	.....	.....	1.21	s 5.12	.....	f 7.51	.....	.....	.....	s 10.35	.....	.....	.....	.....	9.43
4.90 .....DOYON.....	126.80	DPW	.....	.....	1.16	s 3 5.02	.....	f 7.42	.....	.....	.....	s 10.20	.....	.....	.....	.....	9.35
4.81 .....CRARY.....	121.99	DP	.....	.....	1.11	s 4.47	.....	f 7.33	.....	.....	.....	s 10.10	.....	.....	.....	.....	9.25
5.61 .....KEITH.....	116.38	P	.....	.....	1.05	f 4.37	.....	f 7.24	.....	.....	.....	f 9.55	.....	.....	.....	.....	9.15
5.21 ....DEVILS LAKE.★	111.17	BDNJKOV PRWXYZ	.....	.....	L 12.58 A 12.52	L 4.28 A 4.20	.....	L 7.15 A 7.10	.....	.....	.....	L 9.45Am	.....	A 2.50Pm	.....	.....	L 9.00 A 8.20
4.20 M.St.P.& S.S.M.R.R.Cg.	106.97	I	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.90 ..GRAND HARBOR..	104.07	P	.....	.....	12.44	f 413 4.12	.....	6.58	.....	.....	.....	.....	.....	f 2.35	.....	.....	8.03
5.88 .....PENN.....	98.19	DP	.....	.....	12.38	s 4.06	.....	f 6.48	.....	.....	.....	.....	.....	s 2.25	.....	.....	7.54
5.97 ..CHURCHS FERRY..	92.22	DJPR XY	.....	.....	99 12.29	s 3.58	.....	s 6.38	.....	.....	.....	.....	.....	L 2.15Pm	.....	.....	7.45
7.22 .....NILES.....	85.00	P	.....	.....	9 12.23	f 3.47	.....	f 6.27	.....	.....	.....	.....	.....	.....	.....	.....	7.32
4.20 .....LEEDS.....	80.80	DPW	.....	.....	12.18	s 3.40	.....	s 6.20	.....	.....	.....	.....	.....	.....	.....	.....	7.24
6.32 .....YORK.....	74.48	DJPR XY	.....	.....	12.10	s 3.28	.....	s 3 6.07	.....	.....	.....	.....	A 1.59Pm	.....	.....	.....	7.14
5.99 .....KNOX.....	68.49	DP	.....	.....	12.04Pm	s 3.17	.....	f 5.54	.....	.....	.....	.....	1.50	.....	.....	.....	7.04
5.53 ..PLEASANT LAKE..	62.96	DP	.....	.....	11.58	s 3.07	.....	f 5.46	.....	.....	.....	.....	1.40	.....	.....	.....	6.55
9.03 .....RUGBY....★	53.93	BDNJK OPRWXY	.....	.....	s 11.47	s 2.55	.....	s 413 5.35	.....	A 4.05Am	.....	.....	L 9 1.25Pm	.....	.....	.....	6.40
5.22 ....TUNBRIDGE.....	48.71	DP	.....	.....	11.35	s 2.38	.....	f 5.23	.....	3.55	.....	.....	.....	.....	.....	.....	6.20
6.29 .....BERWICK.....	42.42	DP	.....	.....	11.28	s 2.30	.....	f 5.13	.....	3.46	.....	.....	.....	.....	.....	.....	6.11
7.47 .....TOWNER.....	34.95	DJP RXY	.....	.....	f 11.20	s 2.21	.....	s 5.02	.....	L 3.35Am	.....	.....	.....	.....	.....	.....	6.01
8.71 .....DENBIGH.....	26.24	P	.....	.....	11.10	f 9 2.09	.....	f 4.50	.....	.....	.....	.....	.....	.....	.....	.....	5.48
12.15 .....GRANVILLE.....	14.09	DJP RWXY	.....	.....	10.56	s 1.56	.....	s 4.35	.....	.....	A 6.45Am	.....	.....	.....	.....	.....	5.30
6.86 .....NORWICH.....	7.23	DP	.....	.....	10.49	s 1.48	.....	f 4.25	.....	.....	s 6.32	.....	.....	.....	.....	.....	5.11
7.23 .....SURREY.....	.....	PDNRIJ	.....	.....	L 10.40Am	L 1.40Pm	.....	L 4.14Pm	.....	.....	L 6.19Am	.....	.....	.....	.....	.....	L 5.00Am
Time Over Subdivn.			.05	.05	4.00	5.35	.06	5.36	.04	.30	.26	1.00	.34	.35	.07	.10	7.05
Aver. Speed per Hr.			31.0	31.0	50.0	35.8	26.0	35.7	38.8	37.9	32.5	24.6	36.3	32.5	19.3	15.5	27.9

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

FIFTH SUBDIVISION

WESTWARD — EASTWARD

Time Table No. 105
Effective June 9, 1957

Station Numbers	Car Capacity / Other Tracks	Distance from Fergus Falls	STATIONS	Telegraph Calls	SIGNS
187			FERGUS FALLS ★	GS	BDNP RWXV

TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS BE GOVERNED BY FIRST SUBDIVISION SCHEDULES.

	0.60	PELICAN JCT.		
	0.13			
	0.73	WEST N. P. RY. JCT.		IJ

TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

	0.21			
	0.94	EAST N. P. RY. JCT.		
	7.88			
L- 8	8.82	ELIZABETH		
	7.54			
L-16	16.36	ERHARD	RH	D
	5.99			
L-21	22.35	PELICAN RAPIDS	P	BDRWO
		Time Over Subdivision Average Speed Per Hour		

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. 105
Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 311 Daily Ex. Sunday	Distance from Nolan	STATIONS	Telegraph Calls	Distance from Devils Lake	SIGNS	SECOND CLASS 312 Daily Ex. Sunday
FS41			L 8.30Am		NOLAN ★	W	101.38	DNIJP RW	A 4.50Pm
				1.53					
T16	Yard	84	s 8.50	1.53	PAGE	GE	99.85	DPX	s 4.40
				7.12					
T23		34	s 9.08	8.65	COLGATE	CG	92.73	DP	s 3.55
				6.27					
T29		75	s 9.35	14.92	HOPE	HO	86.46	DP	s 3.35
				6.34					
T36		37	s 9.52	21.26	BLABON	BN	80.12	DP	s 3.05
				2.96					
T39		23	f10.03	24.22	PICKERT		77.16	P	f 2.35
				5.03					
T44		41	s10.33	29.25	FINLEY	FN	72.13	DP	s 2.20
				6.50					
T50		38	s10.55	35.75	SHARON	QN	65.63	DP	s 1.45
				7.06					
T57	47	57	s11.30	42.81	ANETA	NE	58.57	DP	s 1.15
				4.98					
T62		30	s11.45	47.79	KLOTEN	KN	53.59	DP	s12.45
				5.93					311
T68		45	312 s12.20Pm	53.72	McVILLE	VI	47.66	DP	s12.20Pm
				7.33					
T75		39	s12.45	61.05	PEKIN	K	40.33	DP	s11.40
				5.76					
T81		40	s 1.15	66.81	TOLNA	N	34.57	DP	s11.10
				6.36					
T88		31	s 1.40	73.17	HAMAR	HM	28.21	DP	s10.40
				6.39					
T94		51	s 2.10	79.56	WARWICK	WA	21.82	DP	s10.15
				7.28					
T101		44	s 2.40	86.84	TOKIO	KY	14.54	DP	s 9.50
				9.24					
T110		34	s 3.15	96.08	FORT TOTTEN	NR	5.30	DP	s 9.20
				5.30				BDNJKOP	
408	Yard	681	A 3.30Pm	101.38	DEVILS LAKE ★	WS		RVWXYZ	L 9.00Am
			7.00 14.5		Time Over Subdivision Average Speed Per Hour				7.50 12.9

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

CONDITIONAL STOPS

Delores Mission Spur is a flag stop for trains 311 and 312.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD 7

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 341 Daily Ex. Sunday	Distance from Vance	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Larimore	SIGNS	SECOND CLASS 342 Daily Ex. Sunday
FS23	69	.....	L 7.30Am	.....	VANCE	.....	66.09	JPYR	A 5.00Pm
					4.95				
R70	.....	37	s 7.50	4.95	ARTHUR	AU	61.14	DP	s 4.45
					6.03				
R76	.....	34	s 8.10	10.98	HUNTER	UN	55.11	DP	s 4.25
					5.77				
R82	.....	30	f 8.25	16.75	GREENFIELD	.....	49.34	.....	f 4.05
					2.74				
R85	.....	23	f 8.33	19.49	PRESTON	.....	46.60	.....	f 3.57
					2.17				
R87	.....	42	s 8.40	21.66	BLANCHARD	CD	44.43	DP	s 3.50
					6.35				
R93	.....	24	f 9.00	28.01	MURRAY	.....	38.08	P	f 3.30
					5.57				
R99	.....	214	s10.00	33.58	MAYVILLE	MV	32.51	DP	s 3.10
					4.94				
R103	.....	19	s10.15	38.52	PORTLAND JCT.	.....	27.57	JPY	s 2.30
					6.50				
R110	.....	171	s11.15	45.02	HATTON	HT	21.07	DP	s 2.15
					8.49				
R118	.....	168	s11.50	53.51	NORTHWOOD	ND	12.58	DP	s 1.40
					6.27				
R125	.....	44	s12.10Pm	59.78	KEMPTON	MT	6.31	DP	s 1.10
					6.31			BDNJKO	
347	Yard	676	A 12.25Pm	66.09	LARIMORE ★	KI	.....	PRWXY	L 12.55Pm
			4.55		Time Over Subdivision				4.05
			13.4		Average Speed Per Hour				16.2

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Erie Jct.	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Portland Jct.	SIGNS
S15	.....	.....	.....	ERIE JCT.	.....	32.88	JPR
				1.63			
S20	.....	27	1.63	ERIE	.....	31.25	.....
				10.74			
S31	.....	35	12.37	GALESBURG	.....	20.51	.....
				5.42			
S36	.....	29	17.79	CLIFFORD	.....	15.09	.....
				6.29			
S42	.....	13	24.08	ROSEVILLE	.....	8.80	.....
				4.25			
S47	24	40	28.33	PORTLAND	RA	4.55	DP
				4.55			
R103	.....	19	32.88	PORTLAND JCT.	.....	.....	JPRY
				Time Over Subdivision			
				Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Time Table No. 105

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 547 — Tues., Thurs. and Sat.	SECOND CLASS 331 — Daily Ex. Sunday	SECOND CLASS 405 — Daily	FIRST CLASS 29 — Daily Ex. Monday	FIRST CLASS 7 — Daily	Distance from Barnesville Jct.	STATIONS	Telegraph Calls	Distance from Noyes	SIGNS	FIRST CLASS 30 — Daily Ex. Sunday	FIRST CLASS 8 — Daily	SECOND CLASS 332 — Daily Ex. Sunday	SECOND CLASS 406 — Daily	SECOND CLASS 548 — Mon., Wed. and Friday
.....	....	....	L 6.00Am	.....	.....	L 4.47Am	L 1.39Am	.....	...BARNESVILLE JCT....	....	172.12	IJPX	A 1.42Pm	A 2.23Am	.....	.....	A 2.15Pm
A225	....	92	6.45	.....	.....	f 4.58	1.47	6.76	6.76 .....DOWNER.....	DO	165.36	DP	s 1.32	2.15	.....	.....	2.00
A235	41	31	7.45	.....	.....	s 5.15	s 1.59	16.43	9.67 N. P. Ry. Crossing .....GLYNDON.....	ND	155.69	DNI PV	s 1.15	s 1.59	.....	.....	1.30
A242	....	38	8.10	.....	.....	s 5.29	2.09	23.11	6.68 .....AVERILL.....	A	149.01	DP	s 1.04	1.40	.....	.....	1.04
A250	29	38	8.45	.....	.....	s 5.42	2.18	30.95	7.84 .....FELTON.....	FN	141.17	DP	s12.51	1.30	.....	.....	12.20Pm
A255	....	43	9.15	.....	.....	s 5.55	2.26	38.05	7.10 .....BORUP.....	BO	134.07	DP	s12.40	1.20	.....	.....	11.58
A260	....	11	9.30	.....	.....	f 6.01	.....	41.25	3.20 .....WHEATVILLE.....	....	130.87	.....	f12.32	.....	.....	.....	11.20
A265	48	167	10.45	.....	.....	s 6.14	s 2.37	46.28	5.03 .....ADA.....	J	125.84	DNPW	s12.23	s 1.10	.....	.....	11.00
A271	....	31	11.05	.....	.....	f 6.24	.....	51.30	5.02 .....HADLER.....	....	120.82	P	f12.10	.....	.....	.....	10.00
A275	....	37	12.01PM	.....	.....	s 6.34	2.48	56.13	4.83 .....LOCKHART.....	K	115.99	DP	s12.01PM	12.56	.....	.....	9.35
A282	....	52	12.30	.....	.....	s 6.46	2.56	63.30	7.17 .....BELTRAMI.....	DA	108.82	DP	s11.48	12.46	.....	.....	9.00
A288	....	24	12.45	.....	.....	f 6.56	3.03	69.27	5.97 .....GREENVIEW.....	....	102.85	P	f11.38	12.36	.....	.....	8.35
.....	....	....	1.10	L 12.55Pm	.....	7.11	3.14	78.53	9.26 .....M. N. JCT.....	....	93.59	JX	11.25	12.24	A 2.36Pm	.....	8.05
A298	Yard	359	A 1.15Pm	.....	.....	.....	.....	79.04	0.51 ...CROOKSTON YARD...	....	93.61	VBOP RWXY	.....	.....	.....	.....	L 8.00Am
.....	....	....	.....	12.58	.....	7.14	3.16	79.19	0.66 ....CROOKSTON JCT.....	....	92.93	IJPWX	11.22	12.22	2.33	.....	.....
.....	....	....	.....	A 1.00Pm	.....	A 7.16AM	A 3.18Am	80.32	1.13 ...GRAND FORKS JCT....		91.80	J	L 11.20Am	L 12.20Am	L 2.31Pm	.....	.....

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

.....	....	....	.....	.....	.....	.....	A 3.19Am L 3.27	80.49	0.17 .....CROOKSTON.....	C	91.63	BDNK PORXZ	.....	36 L 12.19 A 12.06Am	.....	.....	.....
.....	....	62	.....	.....	L 4.01Am	.....	L 3.29	82.12	1.63 .....NOYES JCT.....	....	90.00	JPXY	.....	A 12.04	.....	A 7.40Am	.....
.....	....	....	.....	.....	.....	.....	.....	83.55	1.43 ..N. P. RY. CROSSING..	....	88.57	I	.....	.....	.....	.....	.....
A306	....	25	.....	.....	4.20	.....	f 3.36	87.11	3.56 .....SHIRLEY.....	....	85.01	P	.....	f11.58	.....	7.15	.....
.....	....	....	.....	.....	.....	.....	.....	91.62	4.51 ..N. P. RY. CROSSING..	....	80.50	I	.....	.....	.....	.....	.....
A313	....	34	.....	.....	4.40	.....	s 3.46	94.37	2.75 .....EUCLID.....	CD	77.75	DP	.....	s11.48	.....	6.45	.....
A321	....	50	.....	.....	5.01	.....	s 3.57	102.51	8.14 .....ANGUS.....	GU	69.61	DP	.....	s11.37	.....	6.10	.....
A329	50	90	.....	.....	406 5.30	.....	s 4.17	110.99	8.48 M. St. P. & S. S. M. R. R. Cross. .....WARREN.....	W	61.13	DNI P	.....	s11.25	.....	405 5.30	.....
A339	....	58	.....	.....	6.05	.....	s 4.34	120.80	9.81 406 .....ARGYLE.....	AG	51.32	DP	.....	s11.11	.....	7 4.34	.....
A348	....	160	.....	.....	6.35	.....	s 4.50	129.25	8.45 .....STEPHEN.....	NE	42.87	DP	.....	s10.59	.....	4.05	.....
A356	....	37	.....	.....	7.05	.....	s 5.03	137.78	8.53 .....DONALDSON.....	AN	34.34	DP	.....	s10.47	.....	3.15	.....
A361	....	51	.....	.....	7.30	.....	s 5.12	142.59	4.81 .....KENNEDY.....	KY	29.53	DP	.....	s10.39	.....	2.45	.....
A370	56	49	.....	.....	8.10	.....	s 5.32	151.86	9.27 .....HALLOCK.....	KA	20.26	DPW	.....	s10.27	.....	2.10	.....
A376	....	40	.....	.....	8.30	.....	s 5.42	157.41	5.55 .....NORTHCOTE.....	NC	14.71	DP	.....	s10.16	.....	1.25	.....
A383	....	34	.....	.....	8.50	.....	s 5.52	164.07	6.66 .....HUMBOLDT.....	HU	8.05	DP	.....	s10.06	.....	1.01	.....
A390	....	24	.....	.....	9.10	.....	s 6.02	170.25	6.18 .....ST. VINCENT.....	SY	1.87	DPXY	.....	s 9.57	.....	12.40	.....
A391	Yard	78	.....	.....	A 9.25Am	.....	A 6.08Am	172.12	1.87 .....NOYES.....	NY	.....	BDNJK OPRXV	.....	L 9.53Pm	.....	L 12.30Am	.....
			7.15 10.9	0.5 27.6	5.24 16.7	2.29 32.3	4.29 38.4		Time Over Subdivision Average Speed Per Hour				2.22 33.9	4.30 38.2	0.5 27.6	7.10 12.6	6.15 12.6

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. 105
Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		WESTWARD SECOND CLASS 331 Daily Ex. Sunday	Distance from Moorhead	STATIONS	Telegraph Calls	Distance from M. N. Jct.	SIGNS	EASTWARD SECOND CLASS 332 Daily Ex. Sunday	
.....	.....	111	.....	L 7.10Am	.....	MOORHEAD	.....	66.49	DNJP RX	A 8.01Pm	.....
						8.56					
P 54	.....	30	.....	s 7.55	8.56	KRAGNES	GS	57.93	D	s 7.35	.....
						6.83					
P 61	.....	70	.....	s 8.35	15.39	GEORGETOWN	WN	51.10	D	s 7.05	.....
						6.64					
P 68	.....	29	.....	s 9.05	22.03	PERLEY	PY	44.46	D	s 6.35	.....
						5.99					
P 74	.....	54	.....	s 9.35	28.02	HENDRUM	RH	38.47	D	s 6.01	.....
						6.12					
P 80	.....	125	.....	s10.20	34.14	HALSTAD	SD	32.35	D	s 5.30	.....
						7.54					
P 87	.....	43	.....	s10.55	41.68	SHELLY	S	24.81	D	s 4.50	.....
						4.77					
P 92	.....	104	.....	s11.25	46.45	NIELSVILLE	NS	20.04	D	s 4.20	.....
						5.55					
P 97	.....	38	.....	s12.01Pm	52.00	CLIMAX	CX	14.49	D	s 3.45	.....
						5.90					
P 103	.....	53	.....	s12.30	57.90	ELDRED	RD	8.59	D	s 3.10	.....
						5.91					
P 109	.....	15	.....	f12.50	63.81	GIRARD	.....	2.68	.....	f 2.45	.....
						2.68					
.....	.....	.....	.....	A 12.55Pm	66.49	M. N. JCT.	.....	.....	JXP	L 2.36Pm	.....
				5.45		Time Over Subdivision				5.25	
				11.6		Average Speed Per Hour				12.3	

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. 105
Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		WESTWARD SECOND CLASS 553 Daily Ex. Sat.	Distance from Red Lake Falls Jct.	STATIONS	Telegraph Calls	Distance from Warroad	SIGNS	EASTWARD SECOND CLASS 554 Daily Ex. Sunday	
Y 17	.....	.....	.....	L 9.05Am	.....	TILDEN JCT.	ON	115.30	DNIJRP	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	.....	s10.05	2.10	RED LAKE FALLS	FA	102.30	D	s 6.45	.....
						10.25					
N 23	.....	20	.....	s10.45	12.35	ST. HILAIRE	JO	92.05	D	s 6.01	.....
						7.20					
N 31	.....	119	.....	s12.45Pm	20.04	THIEF RIVER FALLS	VR	85.34	DRXYV	s 5.30	.....
						3.11					
.....	.....	9	.....	.....	22.66	M. ST. P. & S. S. M. R. R. CROSSING	.....	81.74	.....	.....	.....
						3.82					
N 36	.....	14	.....	f 1.05	26.48	STEINER	.....	77.92	.....	f 3.15	.....
						5.42					
N 41	.....	35	.....	s 1.35	31.90	HOLT	GR	72.50	D	s 2.55	.....
				554		9.96				553	
N 51	.....	46	.....	s **2.20**	41.86	MIDDLE RIVER	MD	62.54	D	s **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	D	s12.55Pm	.....
						9.48					
N 79	.....	51	.....	s 4.30	70.01	BADGER	BA	34.39	D	s11.55	.....
						6.83					
N 86	.....	16	.....	s 4.55	76.84	FOX	.....	27.56	.....	s11.10	.....
						6.17					
N 92	.....	98	.....	s 6.01	83.01	ROSEAU	RU	21.39	D	s10.45	.....
						9.10					
N 101	.....	15	.....	s 6.30	92.11	SALOL	SA	12.29	D	s 9.30	.....
						11.69					
.....	.....	.....	.....	.....	103.80	C. N. RY. CROSSING	.....	0.60	I	.....	.....
						0.60			BDR		
N 114	Yard	138	.....	A 7.00Pm	104.40	WARROAD	WD	.....	XYV	L 9.00Am	.....
				9.55		Time Over Subdivision				10.15	
				11.6		Average Speed Per Hour				11.2	

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

Time Table No. 105

Effective June 9, 1957

TWELFTH SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks			SECOND CLASS 323 Daily Ex. Sunday	SECOND CLASS 307 Daily Ex. Sunday	Distance from PA Tower	STATIONS	Telegraph Calls	Distance from Gretna	SIGNS	SECOND CLASS 324 Daily Ex. Sunday	SECOND CLASS 308 Daily Ex. Sunday		
317	.....	.....	.....	.....	.....	L 9.30Am	.....	PA TOWER	PA	80.96	RDNIJXYP	.....	A 6.30Pm	.....	.....
							1.49								
.....	.....	.....	.....	.....	.....	.....	1.49	N. P. RY. CROSSING	.....	79.47	P	.....	.....	.....	.....
							10.52								
O-12	.....	83	.....	.....	.....	s10.03	12.01	MANVEL	MV	68.95	DP	.....	s 6.05	.....	.....
							12.06								
O-24	79	44	.....	.....	.....	s10.34	24.07	ARDOCH	HN	56.89	DPV	.....	s 5.33	.....	.....
							0.02								
.....	.....	.....	.....	.....	.....	.....	24.09	M. ST. P. & S. S. M. R. R. CROSSING	.....	56.87	I	.....	.....	.....	.....
							6.12								
O-30	.....	114	.....	.....	.....	s10.50	30.21	MINTO	MT	50.75	DP	.....	s 5.13	.....	.....
							4.58								
O-35	.....	40	.....	.....	.....	f11.02	34.79	HERRIOTT	.....	46.17	P	.....	f 4.57	.....	.....
							3.61								
.....	.....	.....	.....	.....	.....	.....	38.40	N. P. RY. CROSSING	.....	42.56	.....	.....	.....	.....	.....
							0.69								
O-39	87	184	.....	.....	L 1.00Pm	s11.31	39.09	GRAFTON	FN	41.87	BDP RWXV	A 11.00Am	s 4.45	.....	.....
							0.74								
.....	73	.....	.....	.....	A 1.04Pm	11.35	39.83	GRAFTON JCT.	.....	41.13	JPXY	L 10.54Am	4.20	.....	.....
							5.75								
O-46	.....	88	.....	.....	.....	s11.55	45.58	AUBURN	AU	35.38	DP	.....	s 4.01	.....	.....
							7.64								
O-53	.....	150	.....	.....	.....	s12.10Pm	53.22	ST. THOMAS	MS	27.74	DP	.....	s 3.41	.....	.....
							6.06								
O-59	.....	36	.....	.....	.....	s12.31	59.28	GLASSTON	NA	21.68	DP	.....	s 3.18	.....	.....
							6.95								
O-66	.....	67	.....	.....	.....	s12.55	66.23	HAMILTON	H	14.73	DP	.....	s 3.00	.....	.....
							5.13								
O-71	.....	51	.....	.....	.....	s 1.15	71.36	BATHGATE	VD	9.60	DP	.....	s 2.40	.....	.....
							7.82								
O-79	Yard	206	.....	.....	.....	s 1.40	79.18	NECHE	CH	1.78	BDPRWX	.....	s 2.25	.....	.....
							1.78								
.....	.....	.....	.....	.....	.....	A 308 1.50Pm	80.96	GRETNA	N	.....	DJPRYV	.....	L 307 2.00Pm	.....	.....
					.04	4.20		Time Over Subdivision				.06	4.30		
					11.1	18.7		Average Speed Per Hour				7.4	18.0		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

THIRTEENTH SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks			SECOND CLASS 323 Daily Ex. Sunday	Distance from Grafton Jct.	STATIONS	Telegraph Calls	Distance from Wahalla	SIGNS	SECOND CLASS 324 Daily Ex. Sunday			
.....	73	.....	.....	.....	L 1.04Pm	.....	GRAFTON JCT.	.....	47.59	JPXY	A 10.54Am	.....	.....	.....
						5.73								
OA- 7	.....	197	.....	.....	s 1.45	5.73	NASH	NA	41.86	D	s10.40	.....	.....	.....
						7.19								
OA-14	66	134	.....	.....	s 2.40	12.92	HOOPLE	HO	34.67	D	s10.01	.....	.....	.....
						4.64								
OA-18	.....	153	.....	.....	s 3.20	17.56	CRYSTAL	CT	30.03	D	s 9.15	.....	.....	.....
						6.29								
OA-24	.....	45	.....	.....	s 3.50	23.85	HENSEL	CA	23.74	D	s 8.45	.....	.....	.....
						7.62								
OA-32	.....	165	.....	.....	s 4.45	31.47	CAVALIER	CV	16.12	DW	s 8.15	.....	.....	.....
						4.97								
OA-37	.....	35	.....	.....	s 5.10	36.44	BACKOO	BO	11.15	D	s 7.35	.....	.....	.....
						5.44								
OA-42	.....	35	.....	.....	s 5.25	41.88	LEYDEN	.....	5.71	.....	s 7.15	.....	.....	.....
						5.71				BDOR				
OA-48	Yard	190	.....	.....	A 5.45Pm	47.59	WALHALLA	WA	.....	WXY	L 7.00Am	.....	.....	.....
					4.41		Time Over Subdivision				3.54			
					10.2		Average Speed Per Hour				12.2			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Time Table No. 105

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 641 Mon., Wed. and Friday	FIRST CLASS 205 Daily Ex. Sunday	Distance from Hannah Jct.	STATIONS	Telegraph Calls	Distance from Hannah	SIGNS	FIRST CLASS 206 Daily Ex. Sunday	SECOND CLASS 642 Tues., Thur. and Sat.
.....	.....	.....	L 5.40Am	L 10.25Am	.....	HANNAH JCT.	.....	94.89	JPX	A 5.55Pm	A 3.00Pm
						5.95					
R-139	.....	29	6.05	s10.38	5.95	McCANNA	MC	88.94	D	s 5.46	2.30
						6.57					
R-146	.....	29	6.30	s10.52	12.52	ORR	OR	82.37	D	s 5.35	2.00
						4.23					
R-150	.....	46	6.55	s11.03	16.75	INKSTER	NS	78.14	D	s 5.27	1.30
						6.55					
R-156	.....	26	7.20	s11.19	23.30	CONWAY M. ST. P. & S. S. M. R. R. Crossing	.....	71.59	I	s 5.15	12.55
						4.98					
R-161	.....	44	7.50	s11.32	28.28	PISEK	P	66.61	D	s 5.05	12.32Pm
				642		6.16					205
R-168	50	154	8.30	s**11.57**	34.44	PARK RIVER	K	60.45	DY	s 4.53	**11.57**
						5.43					
R-173	.....	25	8.55	f12.08Pm	39.87	KERRY	.....	55.02	.....	f 4.43	10.59
						3.87					
R-177	.....	98	9.25	s12.20	43.74	EDINBURG	BU	51.15	D	s 4.36	10.45
						6.28					
R-183	30	30	9.55	s12.37	50.02	UNION	U	44.87	D	s 4.24	10.15
						6.29					
R-189	.....	41	10.35	s12.55	56.31	MILTON	MN	38.58	D	s 4.12	9.50
						5.78					
R-195	.....	54	11.05	s 1.10	62.09	OSNABROCK	NB	32.80	D	s 3.58	9.25
						5.53					
R-201	.....	30	11.30	s 1.23	67.62	EASBY	.....	27.27	.....	s 3.43	9.00
						6.18					
R-207	37	89	12.05Pm	s 1.48	73.80	LANGDON	DN	21.09	D	s 3.30	8.40
						7.03					
R-214	.....	35	12.30	s 2.04	80.83	DRESDEN	RS	14.06	D	s 3.15	7.50
						7.35					
R-221	.....	42	12.55	s 2.20	88.18	WALES	W	6.71	D	s 3.00	7.25
				206		6.71			BDOR	206	
R-228	.....	35	A 1.20Pm	A **2.35**Pm	94.89	HANNAH	HN	.....	XY	L **2.45**Pm	L 7.00Am
			7.40	4.10		Time Over Subdivision				3.10	8.00
			12.4	22.8		Average Speed Per Hour				30.0	11.9

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					Distance from Lakota	Time Table No. 105 Effective June 9, 1957 STATIONS	Telegraph Calls	Distance from Sarles	SIGNS				
.....	.....	.....	.....	.....	.....	.....	0.32	.....SARLES JCT.....	.....	72.37	JXYP	.....	.....	.....	.....
								8.29							
.....	.....	.....	.....	.....	.....	.....	8.61	M. ST. P. & S. S. M. R. R. Crossing	.....	64.08	.....	.....	.....	.....	.....
								3.79							
VA-12	.....	35	.....	.....	.....	.....	12.40	.....BROCKET.....	KO	60.29	D	.....	.....	.....	.....
								6.26							
VA-18	.....	35	.....	.....	.....	.....	18.66	.....LAWTON.....	ON	54.03	D	.....	.....	.....	.....
								8.53							
VA-27	.....	42	.....	.....	.....	.....	27.19	.....EDMORE.....	RD	45.50	D	.....	.....	.....	.....
								6.70							
VA-34	.....	26	.....	.....	.....	.....	33.89	.....DERRICK.....	RC	38.80	D	.....	.....	.....	.....
								6.16							
VA-40	.....	44	.....	.....	.....	.....	40.05	.....HAMPDEN.....	DN	32.64	D	.....	.....	.....	.....
								4.80							
VA-45	.....	16	.....	.....	.....	.....	44.85	.....WEAVER.....	.....	27.84	.....	.....	.....	.....	.....
								3.68							
.....	.....	.....	.....	.....	.....	.....	48.53	M. ST. P. & S. S. M. R. R. Crossing	.....	24.16	.....	.....	.....	.....	.....
								3.91							
VA-53	.....	44	.....	.....	.....	.....	52.44	.....MUNICH.....	MN	20.25	D	.....	.....	.....	.....
								7.44							
VA-60	.....	34	.....	.....	.....	.....	59.88	.....CLYDE.....	CD	12.81	D	.....	.....	.....	.....
								5.95							
VA-66	.....	36	.....	.....	.....	.....	65.83	.....CALVIN.....	VN	6.86	D	.....	.....	.....	.....
								6.86							
VA-73	.....	69	.....	.....	.....	.....	72.69	.....SARLES.....	SA	.....	DORXY	.....	.....	.....	.....
								Time Over Subdivision							
								Average Speed Per Hour							

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					Distance from Church's Ferry	Time Table No. 105 Effective June 9, 1957 STATIONS	Telegraph Calls	Distance from St. John	SIGNS				
427	.....	.....	.....	.....	.....	.....	.....	.....CHURCHS FERRY.....	FY	54.82	DJPRXY	.....	.....	.....	.....
								7.37							
X7	.....	25	.....	.....	.....	.....	7.37	.....MAZA.....	Z	47.45	D	.....	.....	.....	.....
								8.01							
X15	57	98	.....	.....	.....	.....	15.38	.....CANDO.....	CN	39.44	D	.....	.....	.....	.....
								6.29							
X22	.....	35	.....	.....	.....	.....	21.67	.....CONSIDINE.....	.....	33.15	.....	.....	.....	.....	.....
								6.17							
								M. ST. P. & S. S. M. R. R. Crossing							
X28	.....	35	.....	.....	.....	.....	27.84	.....BISBEE.....	BS	26.98	D	.....	.....	.....	.....
								7.32							
X35	.....	35	.....	.....	.....	.....	35.16	.....PERTH.....	RH	19.66	D	.....	.....	.....	.....
								5.90							
X41	.....	26	.....	.....	.....	.....	41.06	.....GRONNA.....	.....	13.76	.....	.....	.....	.....	.....
								6.35							
X48	.....	41	.....	.....	.....	.....	47.41	.....ROLLA.....	RO	7.41	D	.....	.....	.....	.....
								7.41							
X55	Yard	55	.....	.....	.....	.....	54.82	.....ST. JOHN.....	SJ	.....	DRXY	.....	.....	.....	.....
								Time Over Subdivision							
								Average Speed Per Hour							

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 353 Daily Ex. Sat. and Sunday	Distance from York	Time Table No. 105 Effective June 9, 1957 STATIONS	Telegraph Calls	Distance from Dunseith	SIGNS	SECOND CLASS 354 Daily Ex. Sat. and Sunday
445	.....	.....	L 2.10Pm	.....	YORK	XN	41.94	DJP RXY	A 6.50Pm
					7.24				
XB 7	.....	15	f 2.30	7.24	HONG	.....	34.70	.....	f 6.33
					7.09				
XB14	.....	35	s 2.55	14.33	WOLFORD	WF	27.61	D	s 6.15
					6.59				
XB21	.....	24	s 3.15	20.92	NANSON	SN	21.02	D	s 5.50
					6.42				
XB28	.....	45	s 3.40	27.34	ROLETTE	MC	14.60	D	s 5.30
					M. ST. P. & S. S. M. R. R. Crossing				
					6.85				
XB34	.....	36	s 4.00	34.19	THORNE	AN	7.75	D	s 5.07
					7.75				
XB42	Yard	89	A 4.20Pm	41.94	DUNSEITH	DN	.....	DRXY	L 4.45Pm
			2.10		Time Over Subdivision				2.05
			19.4		Average Speed Per Hour				20.1

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	SECOND CLASS 347 Daily Ex. Sunday	Distance from Rugby	Time Table No. 105 Effective June 9, 1957 STATIONS	Telegraph Calls	Distance from Antler	SIGNS	SECOND CLASS 348 Daily Ex. Sunday
465	.....	311	L 3.00Pm	.....	RUGBY ★	RU	80.24	BDNJKP ORWXY	A 12.30Pm
					6.34				
V 6	.....	10	f 3.13	6.34	LEVERICH	.....	73.90	.....	f12.10Pm
					6.42				
V13	.....	36	s 3.30	12.76	BARTON	BN	67.48	D	s11.55
					8.45				
V21	46	36	s 3.55	21.21	WILLOW CITY	WC	59.03	D	s11.30
					7.37				
V30	.....	49	s 4.15	28.58	OMEMEE	.....	51.66	V	s11.05
					M. ST. P. & S. S. M. R. R. Crossing				
					9.52				
V38	.....	119	A4.35 L5.45	38.10	BOTTINEAU	BO	42.14	D	L10.45 A10.04
					6.66				
V45	.....	29	s 6.05	44.76	CARBURY	CB	35.48	D	s 9.50
					6.34				
V51	.....	63	s 6.30	51.10	SOURIS	SU	29.14	D	s 9.30
					5.53				
V56	.....	22	s 6.50	56.63	ROTH	HO	23.61	D	s 9.10
					5.09				
V62	.....	27	s 7.10	61.72	LANDA	NA	18.52	D	s 8.50
					5.81				
V67	.....	97	s 7.40	67.53	WESTHOPE	WS	12.71	D	s 8.25
					6.00				
V73	.....	21	s 7.55	73.53	KUROKI	.....	6.71	.....	s 7.40
					6.71				
V80	.....	70	A 8.10Pm	80.24	ANTLER	AR	.....	BDRXY	L 7.20Am
			5.10		Time Over Subdivision				5.10
			15.5		Average Speed Per Hour				15.5

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					Distance from Towner	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Maxbass	SIGNS				
484	.....	.....	.....	.....	.....	.....	.....	TOWNER	OW	45.46	DJK PRXY	.....	.....	.....	.....
								14.16							
XD14	.....	28	.....	.....	.....	.....	14.16	BANTRY	BA	31.30	D	.....	.....	.....	.....
								7.98							
XD22	.....	35	.....	.....	.....	.....	22.14	UPHAM	AU	23.32	D	.....	.....	.....	.....
								8.72							
.....	.....	.....	.....	.....	.....	.....	30.86	M. ST. P. & S. S. M. R. R. Crossing	.....	14.60	.....	.....	.....	.....	.....
								3.96							
XD35	.....	45	.....	.....	.....	.....	34.82	NEWBURG	BR	10.64	D	.....	.....	.....	.....
								5.95							
XD41	.....	15	.....	.....	.....	.....	40.77	DUNNING	.....	4.69	.....	.....	.....	.....	.....
								4.69							
XD46	.....	61	.....	.....	.....	.....	45.46	MAXBASS	MX	.....	DRXY	.....	.....	.....	.....
								Time Over Subdivision Average Speed Per Hour							

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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. Sat. and Sunday	Distance from Granville	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Sherwood	SIGNS	SECOND CLASS 310 Daily Ex. Sat. and Sunday
504	.....	.....	.....	.....	.....	L 7.10Am	.....	GRANVILLE	J	61.22	DJP RWXY	A 4.10Pm
								7.05				
XA 7	.....	14	.....	.....	.....	f 7.25	7.05	RISING	.....	54.17	.....	f 3.50
								5.95				
XA13	.....	38	.....	.....	.....	s 7.45	13.00	DEERING	DR	48.22	D	s 3.20
								4.99				
XA18	.....	15	.....	.....	.....	f 7.57	17.99	WOLSETH	.....	43.23	.....	f 2.50
								6.48				
XA25	.....	36	.....	.....	.....	s 8.21	24.47	GLENBURN	GX	36.75	D	s 2.30
								5.26				
XA30	.....	26	.....	.....	.....	f 8.33	29.73	FORFAR	.....	31.49	.....	f 1.55
								5.54				
XA35	.....	47	.....	.....	.....	s 8.55	35.27	LANSFORD	S	25.95	DV	s 1.35
								M. ST. P. & S. S. M. R. R. Crossing				
								11.09				
XA46	.....	68	.....	.....	.....	s 9.40	46.36	MOHALL	MO	14.86	D	s12.35Pm
								7.65				
XA52	.....	13	.....	.....	.....	s10.00	54.01	LORAIN	RI	7.21	D	s11.50
								7.21				
XA61	.....	79	.....	.....	.....	A 10.20Am	61.22	SHERWOOD	WD	.....	DRXY	L 11.15Am
						3.10		Time Over Subdivision				4.55
						19.3		Average Speed Per Hour				12.5

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks					Distance from Evansville	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Elbow Lake	SIGNS					
159	114	174						EVANSVILLE	NS	16.18	BRDNP OWX					
								6.90								
E 7		37					6.90	ERDAHL	ER	9.28	D					
								7.52								
							14.42	M. ST. P. & S. S. M. R. R. Crossing		1.76						
								1.76								
E16		38					16.18	ELBOW LAKE	KB		RD					
								Time Over Subdivision Average Speed Per Hour								

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks					Distance from Devils Lake	Time Table No. 105 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Hansboro	SIGNS					
408	Yard	686						DEVILS LAKE ★	WS	65.94	BDNJKOP RWXYZV					
								M. ST. P. & S. S. M. R. R. Crossing								
								7.52								
FG 8		24					7.52	SWEETWATER		58.42						
								4.58								
FG12		69					12.10	WEBSTER	RS	53.84	D					
								5.30								
FG18		21					17.40	GARSKE		48.54						
								6.61								
FG24		84					24.01	STARKWEATHER	KT	41.93	D					
								4.88								
FG29		11					28.89	ST. JOE		37.05						
								10.75								
FG40		32					39.64	OLMSTEAD	OM	26.30	D					
								M. ST. P. & S. S. M. R. R. Crossing								
								6.67								
FG47		26					46.31	CROCUS		19.63						
								6.86								
FG53		39					53.17	ROCK LAKE	RA	12.77	D					
								5.86								
FG59		21					59.03	ELLSBERRY		6.91						
								6.91								
FG66		48					65.94	HANSBORO	HN		DRXY					
								Time Over Subdivision Average Speed Per Hour								

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 16 THROUGH 23.

ALL SUBDIVISIONS

1. **SPEED RESTRICTIONS GENERAL.**

(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 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 Item 1—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.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is used as single track, in either case if the track being used is not signalled for traffic in the direction of the movement, the maximum permissible speed is .....Passenger Freight
59 MPH 49 MPH

This does not modify Rule 93. Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

The 45 degree sign has two sets of figures. The numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains and to passenger trains when handling freight cars, except where freight cars are equipped with steel wheels, air signal and steam heat lines passenger train speeds will apply.

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

(d) Steam engines backing up ..... 20 MPH
Steam engines in forward motion running light or with caboose only ..... 35 MPH
Diesel engines light or with caboose only..... 50 MPH
When cabooses are handled in passenger service trains will not exceed speed of:
When handling cabooses X-100, X-198 to X-310.... 65 MPH
cabooses X-330 to X-749..... 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, Wedge Plows, etc.
On Main Lines ..... 30 MPH
Except on six 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
Barnesville Jct. .....Junction switch Ninth Subdivision
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

(e) 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 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.

2. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Class O and larger engines will be placed not to exceed 15 cars behind road engine.
Class C-1 and smaller engines will be placed next ahead of caboose.
Diesel and Gas-Electric engines 2303-2350 must be handled on rear of train.
Not less than five cars will be placed between steam engines moving dead in train.
Switcher and road switcher type Diesel engines G.N. numbers 1 through 232, and 600 through 711, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.
When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.
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 Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 19, 24 to 28, 75 to 170	50 MPH
20 to 23, 29 to 33, 175 to 232, 247 to 251, 253 to 259, 262-263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 589, 600 to 678, 681 to 722	65 MPH
260-261, 266 to 270, 275-280-281, 350 to 365, 500 to 512, 679-680	79 MPH
2303 to 2324	50 MPH
2325 to 2350	60 MPH

3. 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.

4. 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.

5. When two or more Diesel 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.

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

7. Air hose on engines must be hooked up in hose fastener when not in use.

8. **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.
Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

9. **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.

10. Under Rule 2, watches that have been examined and certified to by designated inspector must be used by train dispatchers and yardmen.
Rule 2a of the Consolidated Code of Operating Rules and General Instructions does not apply to employees of the Great Northern Ry.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.

18. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

19. 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.

20. 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.

21. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

22. 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.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast 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 counterclockwise 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.

23. 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.

24. 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.

25. Rule (204A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:

Nos. 3, 4, 7, 8, 9, 10, 27, 28, 31, 32 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

26. 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 under the following conditions:

When standing at initial and final terminal of run.

When train is being switched from rear.

When train is in the clear on siding.

When operating in double track, or two or more main track territory, where another train is approaching from the rear on an

adjacent main track, 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.

27. Rule D-97 is in effect on this division.

28. Rule 19 figures 2 to 9 inclusive, and Rule 19B are supplemented as follows:

When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.

The built-in electric markers, or electric signal lamps used as markers, must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

29. Rule 35 of the Consolidated Code of Operating Rules and General Instructions is amended as follows: The following signals will be used by flagmen.

Day Signals —A red flag, not less than ten (10) torpedoes and six (6) fusees, more if necessary.

Night Signals—Not less than ten (10) torpedoes and six (6) fusees, more if necessary.

Red lantern therefore is discontinued as a part of a train flagman's equipment on Great Northern owned and operated trackage, except when operating in Canada.

Red lanterns should be provided for use on rear of transfers in terminal yards where required. Also on cabooses to comply with Consolidated Code Rules 19(A), 101, 101(A), and 101(B).

FIRST SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Rice Jct. and Moorhead Jct.	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Bridge 65.7, 3 mi. west of St. Cloud, Q-1, 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.

11. Automatically operated highway crossing gates have been placed in service at 7th Avenue, Fargo, North Dakota, on First Subdivision. When trains or engines for any reason are standing on the approach control sections for the automatic gates and not fouling the crossing, and gates are set across the highway, trainmen must clear the gates for highway traffic. A switch-key controller is fastened to the gate mechanism located south of the highway crossing for clearing the gates with trains or engines standing on the Surrey Main track.
A switch-key controller is fastened to the instrument case located north of the highway crossing for clearing the gates with trains or engines standing on the Dakota Main track.
After the gates have been set clear by switch-key controllers, they may again be set across the highway by inserting switch-key in controller and turning counter-clockwise toward N.
Automatically operated highway crossing gates have been placed in service at 14th St. highway crossing, approximately one-half mile east of Moorhead depot on the First Subdivision.
When trains or engines are standing or switching on the approach control track sections for the crossing gates and not fouling the crossing, trainmen must clear gates for highway traffic by operating switch-key controller mounted on the instrument case near the highway crossing. To clear the gates insert switch-key in controller and turn clockwise toward R. After the gates have been set clear by operating key controller they may again be set across the highway by inserting switch-key in controller and turning counter-clockwise toward N.

12. Automatic crossing signals with manual control are in service at first crossing east of depot at Rothsay, Minnesota, on First Subdivision. Crews of trains standing in crossing signal circuit for

any length of time but not fouling crossing will manually clear crossing signals by operating key-controller.

13. Barnesville Jct.—No. 20 turnout.
Moorhead Jct., off the Breckenridge passing track—No. 15 turnouts.
Moorhead Jct., main line off the Breckenridge line—No. 20 turnouts.
All of the other main line switches on St. Cloud Line are No. 11 turnouts.

SECOND SUBDIVISION
(Hillsboro Line)

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

Between	Passenger	Freight
Fargo Jct. and PA Tower	79 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.
Reynolds, spud house.

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, 99, 3, 11, 147, 149, 145 and 151 arrive will clear Nos. 144, 146, 142, 152, 4, 10, 100 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.
Hillsboro, east and west siding switch.
Normal position is for main track.

9. PA Tower—Crossover Switch for trains from Second to Fourth Subdivision, and connecting switches Second and Fourth Subdivisions are located as follows:
G.F. Switch.....0.26 miles West of PA Tower
D.L. Switch.....1.26 miles West of PA Tower
F.O. Switch.....1.20 miles East of PA Tower

10. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
PA Tower .....Junction with Fourth Subdivision
Switches electrically controlled by operator at PA Tower.

11. Automatic crossing gates with manual control are in service at Fifth Street crossing Hillsboro, North Dakota, on Second Subdivision, protecting the main line and passing track. Movements on industry and house tracks over this crossing will be protected by train crews. Crews of trains standing on crossing gate circuit for any length of time but not fouling crossing will manually clear crossing gates by operating key-controller.

12. Gardner siding, east and west switch—No. 20 turnout.
Hillsboro siding, east and west switch—No. 20 turnout.
All of the other main line switches on the Hillsboro Line are No. 11 turnouts.

13. Two west crossovers only west of PA Tower—No. 15 turnouts.

THIRD SUBDIVISION
(Crookston Line)

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

Between	Passenger	Freight
Grand Forks and Crookston Yard	59 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.
Crookston Yard, Freight Trains to and from the Mesabi Division will register by ticket at Crookston Depot.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At Crookston Yard, westward trains from Mesabi Division may proceed to Crookston without clearance.
(b) At Crookston Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
(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.

7. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Crookston Jct.....Jct. with Ninth Subdivision.
Switches electrically controlled by operator at Depot Crookston.

FOURTH SUBDIVISION
(Surrey Main Line)

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

Between	Passenger	Freight
Grand Forks and PA Tower	50 MPH	
PA Tower and Surrey	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at PA Tower.... 20 MPH
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:
Keith, Pleasant Lake.
Rugby, old repair 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, 99, 3, 11, 147,

149, 145 and 151 arrive will clear Nos. 144, 146, 142, 152, 4, 10, 100 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. PA Tower—Crossover Switch for trains from Second to Fourth Subdivision, and connecting switches Second and Fourth Subdivisions are located as follows:
G.F. Switch ..... 0.26 miles West of PA Tower
D.L. Switch ..... 1.26 miles West of PA Tower
F.O. Switch ..... 1.20 miles East of PA Tower

8. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks, 1, 2, 3 and 4; the 5th track is known as the freight lead.
Depot Lead at west crossover just west of coach yard must be kept clear for meeting and passing of trains.
Nos. 3, 9, 99, 4, 10, 100 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, 99, 147, 149, 145, from Grand Forks passenger station will make back up movement from passenger station through the interlocking plant PA Tower.
Back up air brake hose equipped with whistle and valve will be applied at Grand Forks passenger station and pilot of these trains will see that careful movement is made while backing up. Speed must be restricted to 10 MPH.

9. Doyon, water tank 1.48 miles west.

10. 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.

11. **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.

12. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
PA Tower ..... Junction with Second and Twelfth Subdivisions.
Switches electrically controlled by operator at PA Tower.
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.
SURREY—SWITCHES ELECTRICALLY CONTROLLED BY OPERATOR AT SURREY.

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

14. Two west crossovers only west of PA Tower—No. 15 turnouts. All of the other main line switches on the Devils Lake Line are No. 11 turnouts.

FIFTH, SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Aneta, Mayville and Portland Lines)

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

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

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlockings at: ..... 20 MPH
Pelican Jct.
Nolan.
Sixth Subdivision trains handling loaded tank cars..... 35 MPH
Larimore, Nos. 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. 311-312 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 ..... GP9, heaviest permitted.
Sixth Subdivision ..... O-6, P-2, Q-2, S-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

9. Automatic crossing signals at Mayville, N. D., have been placed in service. This installation has a switch key controller mounted on the highway side of the instrument case to enable trainmen to clear the crossing signals when a train is standing in advance of the crossing and no immediate movement over the crossing is contemplated. Signals should be restored to normal before movement is made over the crossing. When a trainman wishes to clear the signals, he will insert a switch key in the opening provided for the key and turn it full right. This will clear the signals. He may then turn the key to the center position and remove the key and the signals will stay clear. To restore signals to normal operating condition, trainmen will insert the key and turn it full left.
The switch key controller will not clear the signals if train is standing on any part of the track circuit through the crossing.

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 ..... 15 MPH

3. **ENGINE RESTRICTIONS.**
O-6, P-2, Q-2, S-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.

6. Third Subdivision trains to and from Grand Forks use Dakota main track between Fisher Line Jct. and Grand Forks Jct.
Ninth Subdivision trains to and from Noyes use Northern main track between Noyes Jct. and Grand Forks Jct.

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

8. Noyes, trains and engines entering Canadian National Ry. tracks will be governed by current C. N. Ry. time-table and obtain clearance Form 728 before leaving.

9. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Westward trains, between MP 13 and MP 14 between Downer and Crawford.
Eastward trains, between MP 81 and MP 80 between Humboldt and Northcote.

10. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Barnesville Jct. .....Junction with First Subdivision.
Switches are electrically controlled by operator at depot, Barnesville.
Crookston Jct. .....Jct. with Third Subdivision
Switches are electrically controlled by operator at Depot Crookston.

11. **MANUAL INTERLOCKINGS.**
Glyndon .....N. P. Ry. crossing

12 **AUTOMATIC INTERLOCKINGS.**
Noyes Jct., 1.43 miles west of .....N. P. Ry. crossing
Shirley, 4.51 miles west of .....N. P. Ry. crossing
Warren .....MStP&SSM RR crossing

13. 15 MPH—All trains over the last 150 feet of the approach and over 5th Street Crossing just east of the depot at Stephen.
All switch movements over 5th Street Crossing on any of the three tracks crossing 5th Street shall be preceded onto the crossing by a trainman properly equipped with a flag by day and a light by night to warn motorists approaching the crossing of the impending switch movement to be made over the crossing.

14. All of the main line switches on the Ada and Noyes Line to Stephen are No. 11 turnouts. From Donaldson to Noyes main line switches are No. 9 turnouts.

TENTH, ELEVENTH, TWELFTH, THIRTEENTH, FOURTEENTH SUBDIVISIONS

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

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

Between	Diesel or Gas-Electric Passenger	Freight
Moorhead and M. N. Jct.	.....	35 MPH
Red Lake Falls Jct. and M. P. 60 at Greenbush	.....	25 MPH
M. P. 60 at Greenbush and Warroad	.....	30 MPH
PA Tower and Grafton	.....	35 MPH
Grafton and Neche	.....	35 MPH
Grafton Jct. and Walhalla	.....	35 MPH
Hannah Jct. and Hannah	45 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.
SD7 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, N-3, heaviest permitted
Eleventh Subdivision .....GP9 heaviest permitted
Twelfth Subdivision
Between PA Tower and Grafton Jct...O-1, heaviest permitted
Between Grafton and Gretna.....SD7, 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.**
Ardoch .....MStP&SSM. RR. crossing

8. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
PA Tower .....Junction with Fourth Subdivision
Switches electrically controlled by operator at PA Tower.

9. **AUTOMATIC INTERLOCKINGS.**
Conway .....MStP&SSM. RR. crossing

10. **SEMI-AUTOMATIC INTERLOCKING.**
Warroad, 0.6 mile east of .....C. N. Ry. crossing.
Great Northern train movements over the crossing will be governed by manually operated gates together with standard interlocking dwarf signal indications. Great Northern routes over the crossing will be set manually after obtaining release of electric lock holding gates in "Stop" position. See instructions posted in box locked with a switch lock.

11. Automatic crossing signals without manual control have been placed in service at crossing of U. S. Highway No. 81 about ¼ mile west of Ardoch.

12. When approach Signal 1.2 to PA Tower displays Stop-indication to eastward trains, a member of crew must immediately communicate with train dispatcher from telephone booth at Signal location and be governed by his instructions.

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

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

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

Between	Diesel or Gas-Electric Passenger	Freight
Sarles Jct. and water tank Edmore	.....	35 MPH
Water tank Edmore and Sarles	.....	20 MPH
Churchs Ferry and St. John	.....	25 MPH
York and Dunseith	.....	25 MPH
Rugby and Antler	.....	30 MPH
Towner and Maxbass	.....	25 MPH
Granville and Sherwood	.....	25 MPH

2. **ENGINE RESTRICTIONS.**
SD9, 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 ..... 20 MPH
2. **SPEED RESTRICTIONS.**
   Between Home Signals of Interlocking at Elbow Lake.. 20 MPH
3. **ENGINE RESTRICTIONS.**
   O-1, heaviest permitted.
4. **MANUAL INTERLOCKING.**
   Elbow Lake, 1.88 miles east of.....MStP&SSM. RR. crossing Crews of Great Northern trains will operate the interlocking in accordance with instructions posted in the tower.

TWENTY-SECOND SUBDIVISION

(Hansboro Line)

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

Between	Diesel or Gas-Electric Freight
Devils Lake and Hansboro	20 MPH

2. **ENGINE RESTRICTIONS.**
   SD9, heaviest permitted.

SPEED TABLE

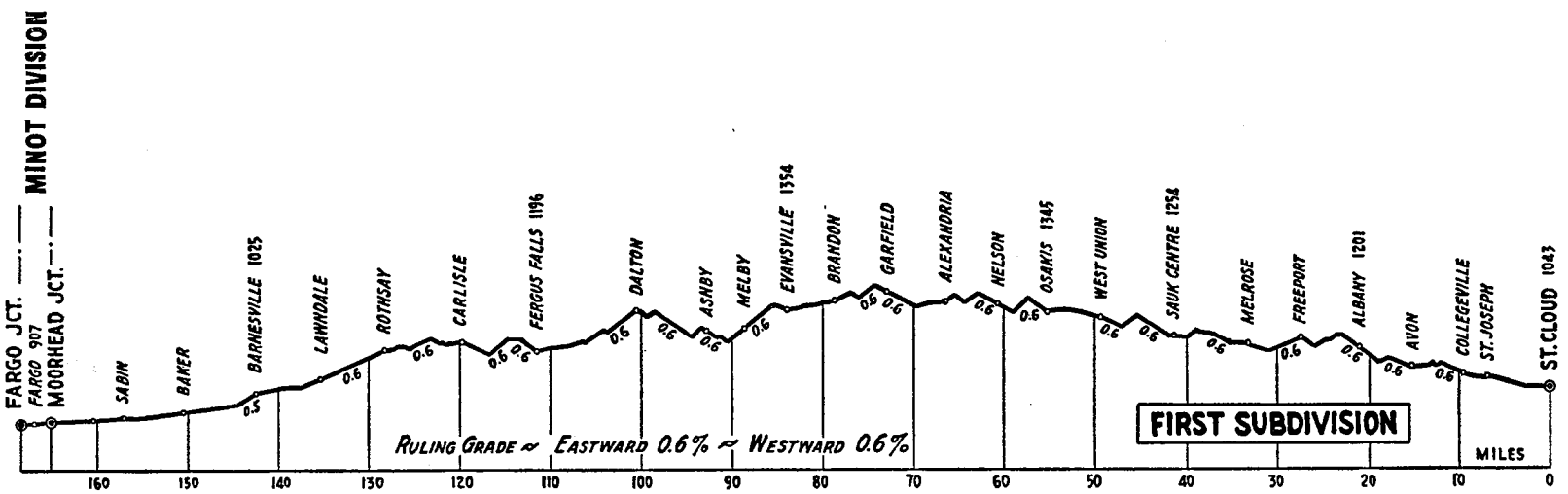
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

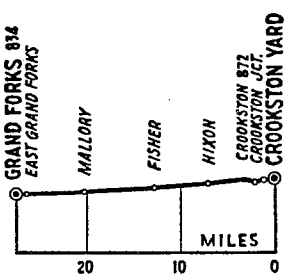
WATCH INSPECTORS

Weber Jewelry & Music Co. .....St. Cloud, Minn.
G. H. Vandesteeg .....Sauk Centre, Minn.
E. J. Rovang .....Fergus Falls, Minn.
O. P. Mork .....Barnesville, Minn.
Telegraph Office Fargo Psgr. Depot.....Fargo, N. D.
Bratrud Jewelry Store .....Crookston, Minn.
Munn's Jewelry .....Crookston, Minn.
R. H. Willey Jewelry Co. .....Grand Forks, N. D.
Frank Waterbury Co., Jewelers..Grand Forks, N. D.
Earl Perrin .....Larimore, N. D.
Forte Jewelers .....Lakota, N. D.
George Vang .....Devils Lake, N. D.
Lien's Jewelry .....Rugby, N. D.
Bossert Jewelry .....Towner, N. D.
White Rose Store .....Sherwood, N. D.

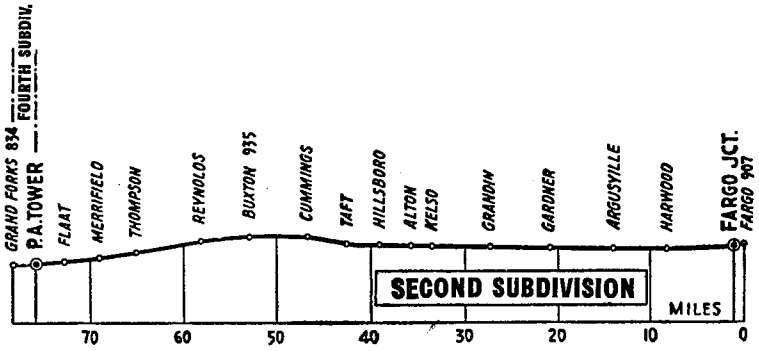
Business Tracks not Shown as Stations on Time Table.

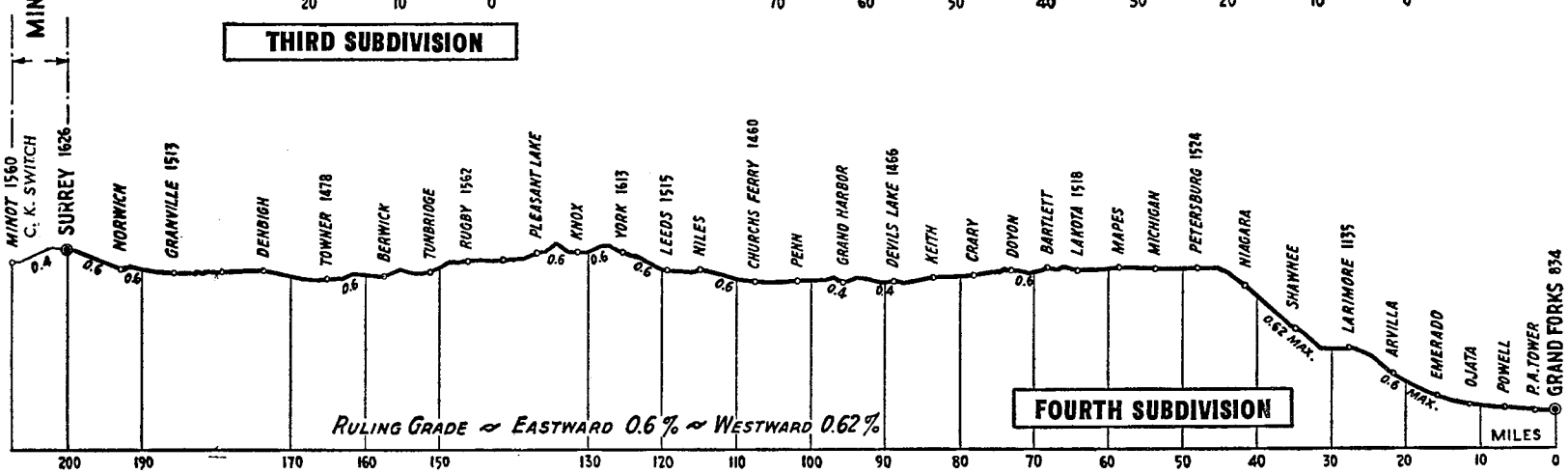
NAME	LOCATION	Capacity Cars	SWITCH OPENS
First Subdivision			
Chem-Gro Spur	45 feet east of yard limit board east of Fergus Falls..	6	West End
Second Subdivision			
Alton	2.33 miles west of Kelso	23	Both Ends
Taft	3.68 miles west of Hillsboro ..	23	Both Ends
Flaat	2.96 miles west of Merrifield..	15	Both Ends
Third Subdivision			
Ross	2.64 miles west of Hixon	51	Both Ends
Fourth Subdivision			
Emerado Air Base Spur..	½ mile west of Emerado Depot	278	East End
Ninth Subdivision			
Roan	5.03 miles west of Angus	66	Both Ends
Luna	4.16 miles west of Warren	19	Both Ends
Hill Siding	0.58 miles west of Northcote..	16	Both Ends
Tenth Subdivision			
Bingham	2.80 miles west of Moorhead ..	634	Both Ends
Wilds	2.05 miles west of Girard	232	East End
Eleventh Subdivision			
Lyell Spur	3.61 miles east of Warroad	10	East End
Twelfth Subdivision			
Calspur	1.12 miles west of PA Tower..	41	East End
Fourteenth Subdivision			
Edison	2.99 miles west of Hannah Jct.	9	East End





THIRD SUBDIVISION





Elevation....175