COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
*Dr. Chas. T. Eginton, Asst. to Chf. Med. Officer
St. Paul, Minn.
Dr. Theodore Loken .....Ada, Minn.
Dr. G. W. Clifford .....Alexandria, Minn.
*Dr. Carl Simison .....Barnesville, Minn.
Dr. Kenneth P. Malvey .....Bottineau, N. D.
Dr. J. A. MacDonald .....Cando, N. D.
Dr. John F. Johanson .....Cavalier, N. D.
*Dr. D. E. Stewart .....Crookston, Minn.
Dr. C. G. Uhley .....Crookston, Minn.
*Dr. W. F. Sihler .....Devils Lake, N. D.
Dr. John C. Fawcett .....Devils Lake, N. D.
*Dr. Glenn W. Toomey .....Devils Lake, N. D.
Dr. R. Donald McBane .....Devils Lake, N. D.
Dr. A. N. Flaten .....Edinburg, N. D.
Dr. E. Ostergaard .....Evansville, Minn.
*Dr. V. G. Borland .....Fargo, N. D.
Dr. G. Howard Hall .....Fargo, N. D.
Dr. Earl M. Haugrud .....Fargo, N. D.
Dr. Norman H. Baker .....Fergus Falls, Minn.
Dr. C. J. Glaspel .....Grafton, N. D.
Dr. H. D. Benwell .....Grand Forks, N. D.
*Dr. Walter C. Dailey .....Grand Forks, N. D.
*Dr. William T. Powers .....Grand Forks, N. D.
Dr. A. Giesbrecht .....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. Henry A. Korda .....Pelican Rapids, Minn.
Dr. M. R. Gilchrist .....Rolla, N. D.
Dr. J. L. Delmore, Jr. .....Roseau, Minn.
Dr. W. R. Fox .....Rugby, N. D.
Dr. E. T. Keller .....Rugby, N. D.
*Dr. O. W. Johnson .....Rugby, N. D.
*Dr. H. W. Goehrs .....St. Cloud, Minn.
Dr. G. H. Goehrs .....St. Cloud, Minn.
*Dr. John C. Grant .....Sauk Centre, Minn.
*Dr. Julian F. DuBois, Jr. .....Sauk Centre, Minn.
*Dr. J. F. DuBois .....Sauk Centre, Minn.
Dr. O. S. Craise .....Towner, N. D.
Dr. D. E. Greene .....Thief River Falls, Minn.
Dr. E. E. Greene .....Westhope, N. D.
Dr. C. H. Holmstrom .....Warren, Minn.
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. O. L. Oppegaard .....Crookston, Minn.

M. G. Larson, Chief Dispatcher.
F. W. Lane, Trainmaster.
C. A. Keil, Trainmaster.
W. L. Dorcy, Trainmaster.
W. S. Byrne, Ass't. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 111

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Tuesday, September 8, 1959

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

Printed in U.S.A.

Time Table No. 111

Effective September 8, 1959

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 7 Daily	FIRST CLASS 11 Daily	FIRST CLASS 3 Daily	Distance from Rice Jct.	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS 8 Daily	FIRST CLASS 12 Daily	FIRST CLASS 4 Daily
			TRAINS BETWEEN RICE JCT. AND ST. CLOUD ARE GOVERNED BY WILLMAR DIVISION TIME TABLE.									
....	.....	...	L 10.57Pm	L 7.12Pm	L 10.20Am	.....	.....RICE JCT.....	....	UPX	A 5.32Am	A 12.20Pm	A 8.40Pm
							6.17					
82	.....	56	11.03	7.20	10.28	6.17	.....ST. JOSEPH.....	JO	DP	5.24	12.10	8.30
							2.77					
85	.....	6	.....	.....	.....	8.94	...COLLEGEVILLE...	....	P	.....	.....	.....
							5.40					
90	125	24	11.12	7.28	10.36	14.34	.....AVON.....	VN	DP	5.13	12.02Pm	8.22
							6.04					
96	72	51	11.18	7.34	10.43	20.38	.....ALBANY.....	BY	DP	5.06	11.56	8.16
							6.28					
102	125	45	11.23	7.40	10.49	26.66	.....FREEPORT.....	FR	DP	4.59	11.50	8.10
							5.96					
108	81	82	11.28	7.46	10.56	32.62	.....MELROSE.....	SU	DP	4.53	11.44	8.04
							8.30					
117	85	119	s 11.40	s 7.55 (4)	s11.06	40.92	...SAUK CENTRE.★	AU	IBDNRXP	s 4.43	s11.35	s 7.55 (11)
							0.14					
....	.....	....	.....	.....	.....	41.06	.PARK RAPIDS JCT.	....	JP	.....	.....	.....
							7.64					
124	129	27	11.50	8.05	11.14	48.70	....WEST UNION....	WU	DP	4.30	11.25	7.44
							5.80					
130	69	80	11.56	8.10	11.19 (12)	54.50	.....OSAKIS.....	KS	DP	4.24	11.19 (3)	7.38
							5.67					
136	125	31	12.02Am	8.17	11.24	60.17	.....NELSON.....	N	DP	4.18	11.12	7.32
							5.60					
141	83	135	s 12.08	s 8.24	s11.31	65.77	....ALEXANDRIA..★	RA	DNP	s 4.10	s11.04	s 7.22
							6.56					
148	128	23	12.19	8.36	11.43	72.33	.....GARFIELD.....	G	DP	3.56	10.54	7.12
							5.75					
154	69	42	12.24	8.41	11.48	78.08	.....BRANDON.....	BN	DP	3.50	10.48	7.05
							5.13					
159	114	174	12.29	8.46	11.53	83.21	....EVANSVILLE....	NS	DPX	3.45	10.43	6.59
							4.72					
163	.....	11	.....	.....	.....	87.93	.....MELBY.....	....	P	.....	.....	.....
							4.19					
168	110	29	12.37	8.56	12.02Pm	92.12	.....ASHBY.....	B	DP	3.35	10.35	6.49
							7.70					
176	69	32	12.45	9.04	12.09	99.82	.....DALTON.....	DO	DP	3.25	10.28	6.41
							10.51					
....	.....	....	.....	.....	.....	110.33	...PELICAN JCT....	....	UP	.....	.....	.....
							0.60					
187	62	243	s 12.59	s 9.18	s12.24	110.93	...FERGUS FALLS.★	GS	PDNX	s 3.10	s10.16	s 6.26
							8.28					
195	125	26	1.18	9.28	12.33	119.21	.....CARLISLE.....	CA	DP	2.56	10.04	6.11
							8.61					
204	125	31	1.25	9.36	12.40	127.82	.....ROTHSAY.....	RT	DP	2.48	9.57	6.04
							6.78					
210	69	19	1.31	9.42	12.46	134.60	.....LAWNDALE....	WN	DP	2.40	9.50	5.58
							7.21		BDNR			
217	132	414	s 1.42	s 9.52	s12.57	141.81	...BARNESVILLE ★	D	XYP	s 2.32	s 9.42	s 5.49
							1.04					
....	.....	....	A 1.44Am	9.54	12.59	142.85	.BARNESVILLE JCT.	....	UPX	L 2.25Am	9.38	5.44
							6.95					
226	79	32	.....	f10.02	1.06	149.80	.....BAKER.....	BK	DP	.....	f 9.29	5.37
							6.56					
232	125	32	.....	f10.10	1.14	156.36	.....SABIN.....	SB	DP	.....	f 9.20	5.30
							7.98					
....	.....	....	.....	A 10.20Pm	A 1.24Pm	164.34	..MOORHEAD JCT..	MJ	DNUJRXP	.....	L 9.10Am	L 5.20Pm
			2.47	3.08	3.04		Time Over Subdivision			3.07	3.10	3.20
			51.3	52.4	53.6		Average Speed Per Hour			45.8	51.9	49.3

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 327 Daily Ex. Sun.	FIRST CLASS 11 Daily	27 Daily	3 Daily	9 Daily Ex. Sun.	31 Daily	Distance from Wahpeton Jct.	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS 32 Daily	12 Daily	4 Daily	28 Daily	10 Daily Ex. Sun.	SECOND CLASS 328 Daily Ex. Sun.
TRAINS BETWEEN BRECKENRIDGE AND WAHPETON JCT. ARE GOVERNED BY MINOT DIVISION TIME TABLE.																		
.....	.....	.....	.....	.....	L 1.54Pm	.....	L 2.55Am	L 1.15Am	.....	.WAHPETON JCT..	.....	PJX	A 2.33Am	.....	.....	A 4.59Pm	A 11.22Pm	.....
P 7	.....	40	.....	.....	2.00	.....	3.01	1.20	5.41	5.41 .....LURGAN.....	.....	P	2.28	.....	.....	4.52	11.16	.....
P 9	.....	22	.....	.....	.....	.....	f 3.03	.....	7.36	1.95 ....BRUSHVALE....	.....	.....	.....	.....	.....	.....	f11.14	.....
P14	90	43	.....	.....	2.07	.....	f 3.11	1.26	12.39	5.03 .....KENT.....	KN	DP	2.22	.....	.....	4.44	f11.09	.....
P23	89	49	.....	.....	2.16	.....	f 3.22	1.34	21.40	9.01 ...WOLVERTON...	WO	DP	2.14	.....	.....	4.35	f10.58	.....
P29	.....	78	.....	.....	2.22	.....	f 3.31	1.40	28.21	6.81 ....COMSTOCK....	CM	DP	2.08	.....	.....	4.28	f10.49	.....
P35	.....	36	.....	.....	2.27	.....	f 3.37	1.45	33.39	5.18 .....RUSTAD.....	J	DP	2.03	.....	.....	4.23	f10.43	.....
P40	.....	35	.....	.....	2.32	.....	3.42	1.50	38.91	5.52 .....FINKLE.....	.....	P	1.58	.....	.....	4.18	10.38	.....
.....	147	144	.....	L 10.20Pm	2.36	L 1.24Pm	3.46	32 1.54	42.91	4.00 .MOORHEAD JCT..	MJ	IDNPXJ	31 1.54	A 9.10Am	A 5.20Pm	4.13	10.34	.....
241	55	263	L 3.30Pm	s10.23	s 2.38	s 1.26	s 3.50	1.57	43.77	0.86 ....MOORHEAD....	MH	DNPXR	1.46	s 9.09	s 5.18	s 4.11	s10.33	A 7.05Am
242	Yard	1743	A 3.35Pm	A 10.26 L 10.37	A 2.40 L 2.55	A 1.29 L 1.39	A 3.53 L 4.20	A 2.01 L 2.06	44.82	1.05 ....FARGO..★....	FO	WXBDNIKR	L 1.43 A 1.35	L 9.04 A 9.01	L 5.15 A 5.05	L 4.08 A 3.53	L 11.30 A 10.02	L 7.00Am
242	.....	.....	.....	10.40	A 2.58Pm	1.42	4.23	A 2.09Am	45.84	1.02 .FARGO JCT..★.	F	BDNJKOR XYZVP	L 1.31Am	8.59	5.02	L 3.50Pm	10.00	.....
250	125	40	.....	10.48	.....	1.49	s 4.33	.....	53.30	7.46 ....HARWOOD....	WD	DP	.....	8.49	4.53	.....	s 9.51	.....
256	50	34	.....	10.55	.....	1.55	s 4.42	.....	58.89	5.59 ...ARGUSVILLE...	SI	DP	.....	8.41	4.46	.....	s 9.42	.....
263	108	50	.....	11.02	.....	2.02	s 4.52	.....	65.73	6.84 .....GARDNER.....	GA	DP	.....	8.32	4.38	.....	s 9.32	.....
269	125	58	.....	11.09	.....	2.08	s 5.01	.....	72.02	6.29 .....GRANDIN.....	GN	DP	.....	8.26	4.32	.....	s 9.23	.....
275	.....	32	.....	11.14	.....	2.13	s 5.10	.....	78.12	6.10 .....KELSO.....	CS	DP	.....	8.21	4.27	.....	s 9.14	.....
281	214	162	.....	s11.22	.....	s 2.20	s 5.23	.....	83.84	5.72 ....HILLSBORO.★.	HS	DNP	.....	s 8.16	s 4.22	.....	s 9.05	.....
289	78	36	.....	11.29	.....	2.27	s 5.33	.....	91.69	7.85 ....CUMMINGS....	MU	DP	.....	8.08	4.14	.....	s 8.53	.....
295	125	49	.....	11.34	.....	2.32	s 5.43	.....	97.74	6.05 .....BUXTON.....	BU	DP	.....	8.03	4.09	.....	s 8.43	.....
300	77	58	.....	11.38	.....	2.36	s 5.52	.....	102.64	4.90 ....REYNOLDS....	RD	DP	.....	7.59	4.05	.....	s 8.34	.....
307	110	77	.....	11.43	.....	2.42	s 6.02	.....	109.81	7.17 ...THOMPSON.....	ON	DP	.....	7.53	3.59	.....	s 8.24	.....
312	.....	37	.....	11.48	.....	2.46	f 6.08	.....	114.73	4.92 ...MERRIFIELD...	.....	P	.....	7.49	3.55	.....	f 8.17	.....
317	.....	.....	.....	A 11.55Pm	.....	A 2.51Pm	A 6.15Am	.....	120.54	5.81 ....PA TOWER....	PA	RDNIJ XYP	.....	L 7.44Am	L 3.49Pm	.....	L 8.10Pm	.....
			.05 12.6	1.35 49.0	1.04 43.0	1.27 53.5	3.20 36.2	.54 50.9		Time Over Subdivision Average Speed Per Hour			1.02 44.4	1.26 54.2	1.31 51.2	1.09 39.9	3.12 37.6	.05 12.6

AUTOMATIC BLOCK SIGNALS

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	Distance from Grand Forks	SIGNS
.....	.....	62	...FISHER LINE JCT ..	....	23.58	JXY
M5	49	....	3.45 .....HIXON.....	....	20.13	P
M10	111	51	5.77 .....FISHER.....	FH	14.36	DP
M18	50	18	7.43 .....MALLORY.....	....	6.93	P
M24	Yard	632	6.14 EAST GRAND FORKS .	EA	0.79	DPX
320	Yard	3474	0.79 ....GRAND FORKS..★	GF	.....	BDNKV ORWXZP
			Time Over Subdivision Average Speed Per Hour			

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.

Westward trains are superior to eastward trains of the same class on the Second and Third Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

Time Table No. 111

Effective September 8, 1959

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 205 Daily Ex. Sun.	FIRST CLASS (10) 149 Daily Ex. Sun.	FIRST CLASS (4) 147 Daily	FIRST CLASS 3 Daily	FIRST CLASS 9 Daily Ex. Sun.	FIRST CLASS (12) 151 Daily	Distance from Grand Forks	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS (9) 144 Daily Ex. Sun.	FIRST CLASS 4 Daily	FIRST CLASS 10 Daily Ex. Sun.	FIRST CLASS (3) 142 Daily	FIRST CLASS (11) 152 Daily	SECOND CLASS 206 Daily Ex. Sun.
320	Yard	3474	.....	L 7.55Pm	L 3.35Pm	L 3.05Pm	L 7.00Am	L 7.30Am	.....	GRAND FORKS ★	GF	BDNKVP ORXZ	A 6.20Am	A 3.25Pm	A 7.25Pm	A 2.55Pm	A 11.59Pm	.....
317	....	....	.....	A 8.10Pm	A 3.49Pm	3.20	7.15	A 7.44Am	2.58	PA TOWER	PA	PRDNIJXY	L 6.15Am	3.20	7.18	L 2.51Pm	L 11.55Pm	.....
326	....	17	.....	.....	.....	.....	f 7.21	.....	6.71	POWELL	....	P	.....	.....	f 7.13	.....	.....	.....
330	79	....	.....	.....	.....	3.29	7.26	.....	11.06	OJATA	....	P	.....	3.11	7.08	.....	.....	.....
335	79	40	.....	.....	.....	3.34	s 7.33	.....	15.70	EMERADO	DO	DP	.....	3.06	s 7.03	.....	.....	.....
341	73	32	.....	.....	.....	3.41	s 7.43	.....	21.73	ARVILLA	RF	DP	.....	2.59	s 6.53	.....	.....	.....
347	Yard	260	L 10.20Am	.....	.....	3.48	s 8.03	.....	27.76	LARIMORE ★	KI	BDNJK PRXY	.....	2.53	s 6.44	.....	.....	A 6.10Pm
....	....	....	A 10.25Am	.....	.....	.....	.....	.....	30.01	HANNAH JCT	....	JPX	.....	.....	6.34	.....	.....	L 6.03Pm
354	71	....	.....	.....	.....	3.56	f 8.12	.....	34.93	SHAWNEE	....	P	.....	2.45	f 6.29	.....	.....	.....
361	100	36	.....	.....	.....	4.03	s 8.26	.....	41.66	NIAGARA	NA	DP	.....	2.40	s 6.22	.....	.....	.....
367	71	27	.....	.....	.....	4.10	s 8.36	.....	47.96	PETERSBURG	BE	DP	.....	2.35	s 6.12	.....	.....	.....
373	100	32	.....	.....	.....	4.16	s 8.45	.....	53.72	MICHIGAN	HI	DP	.....	2.29	s 6.03	.....	.....	.....
378	72	37	.....	.....	.....	4.21	s 8.54	.....	58.41	MAPES	MA	DP	.....	2.24	s 5.54	.....	.....	.....
383	71	198	.....	.....	.....	s 4.29	s 9.10	.....	64.12	LAKOTA ★	B	DNPRX	.....	s 2.18	s 5.45	.....	.....	.....
....	....	....	.....	.....	.....	.....	.....	.....	64.44	SARLES JCT	....	JXYP	.....	.....	.....	.....	.....	.....
387	70	16	.....	.....	.....	4.34	s 9.18	.....	68.19	BARTLETT	BA	DP	.....	2.11	s 5.33	.....	.....	.....
393	72	29	.....	.....	.....	4.39	s 9.27	.....	73.09	DOYON	DY	DP	.....	2.06	s 5.25	.....	.....	.....
397	74	34	.....	.....	.....	4.44	s 9.36	.....	77.90	CRARY	CY	DP	.....	2.01	s 5.17	.....	.....	.....
403	70	21	.....	.....	.....	4.50	f 9.42	.....	83.51	KEITH	....	P	.....	1.55	f 5.09	.....	.....	.....
408	Yard	681	.....	.....	.....	A 4.56 L 5.01	A 9.50 L 10.10	.....	88.72	DEVILS LAKE ★	WS	BDNJKOV PRXYZ	.....	L 1.49 A 1.46	L 5.01 A 4.51	.....	.....	.....
415	73	34	.....	.....	.....	5.09	10.18	.....	95.82	GRAND HARBOR	....	P	.....	1.40	f 4.43	.....	.....	.....
421	76	33	.....	.....	.....	5.14	f 10.25	.....	101.70	PENN	PN	DP	.....	1.35	s 4.37	.....	.....	.....
427	129	128	.....	.....	.....	5.19	s 10.34	.....	107.67	CHURCHS FERRY ★	FY	DJPRXY	.....	1.30	s 4.29	.....	.....	.....
434	70	29	.....	.....	.....	5.25	f 10.43	.....	114.89	NILES	....	P	.....	1.24	f 4.20	.....	.....	.....
438	70	29	.....	.....	.....	5.29	s 10.51	.....	119.09	LEEDS	JD	DP	.....	1.20	s 4.15	.....	.....	.....
445	81	117	.....	.....	.....	5.36	s 11.01	.....	125.41	YORK	XN	DJPRXY	.....	1.13	s 4.06	.....	.....	.....
451	56	34	.....	.....	.....	5.42	s 11.10	.....	131.40	KNOX	OX	DP	.....	1.07	s 3.57	.....	.....	.....
456	70	37	.....	.....	.....	5.49	s 11.19	.....	136.93	PLEASANT LAKE	A	DP	.....	1.01	s 3.48	.....	.....	.....
465	124	307	.....	.....	.....	s 6.01	s 11.44	.....	145.96	RUGBY ★	RU	BDNJK OPRXY	.....	s 12.51	s 3.37	.....	.....	.....
471	70	18	.....	.....	.....	6.07	f 11.51	.....	151.18	TUNBRIDGE	UN	DP	.....	12.41	s 3.25	.....	.....	.....
477	71	29	.....	.....	.....	6.14	s 11.59	.....	157.47	BERWICK	BK	DP	.....	12.34	s 3.16	.....	.....	.....
484	72	119	.....	.....	.....	f 6.23	s 12.26 PM	.....	164.94	TOWNER ★	OW	DJPRXY	.....	f 12.26	s 3.07	.....	.....	.....
492	70	17	.....	.....	.....	6.33	f 12.35	.....	173.65	DENBIGH	....	P	.....	12.17	f 2.54	.....	.....	.....
504	70	140	.....	.....	.....	6.46	s 12.48	.....	185.80	GRANVILLE	J	DJPRXY	.....	12.04Pm	s 2.40	.....	.....	.....
512	71	28	.....	.....	.....	6.53	s 12.57	.....	192.66	NORWICH	CH	DP	.....	11.57	s 2.30	.....	.....	.....
519	....	36	.....	.....	.....	A 7.05Pm	A 1.05Pm	.....	199.89	SURREY	SR	PDNRIJ	.....	L 11.49Am	L 2.20Pm	.....	.....	.....
			.05 27.0	.15 10.4	.14 11.1	4.00 50.0	6.05 33.9	.14 11.1		Time Over Subdivision / Average Speed Per Hour			.05 31.0	3.36 55.5	5.05 39.3	.04 38.7	.04 38.7	.07 19.3

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

Time Table No. 111

Effective September 8, 1959

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 331 Daily Ex. Sun.	WESTWARD SECOND CLASS 405 Daily	WESTWARD FIRST CLASS 7 Daily	Distance from Barnesville Jct.	STATIONS	Telegraph Calls	SIGNS	EASTWARD FIRST CLASS 8 Daily	EASTWARD SECOND CLASS 332 Daily Ex. Sun.	EASTWARD SECOND CLASS 406 Daily
.....	....	.....	.....	.....	L 1.44Am	.....	...BARNESVILLE JCT....	....	IJPX	A 2.25Am	.....	.....
A225	....	92	.....	.....	1.52	6.76	.....DOWNER.....	DO	DP	2.17	.....	.....
A235	41	31	.....	.....	s 2.07	9.67 / 16.43	.....GLYNDON.....	ND	DNIPV	s 2.07	.....	.....
A242	....	38	.....	.....	2.17	6.68 / 23.11	.....AVERILL.....	A	DP	1.40	.....	.....
A250	29	38	.....	.....	2.26	7.84 / 30.95	.....FELTON.....	FN	DP	1.30	.....	.....
A255	....	43	.....	.....	2.34	7.10 / 38.05	.....BORUP.....	BO	DP	1.20	.....	.....
A260	....	11	.....	.....	.....	3.20 / 41.25	.....WHEATVILLE.....	....	.....	.....	.....	.....
A265	48	167	.....	.....	s 2.45	5.03 / 46.28	.....ADA.....	J	DNP	s 1.10	.....	.....
A271	....	31	.....	.....	.....	5.02 / 51.30	.....HADLER.....	....	P	.....	.....	.....
A275	....	37	.....	.....	2.56	4.83 / 56.13	.....LOCKHART.....	K	DP	12.56	.....	.....
A282	....	52	.....	.....	3.04	7.17 / 63.30	.....BELTRAMI.....	DA	DP	12.46	.....	.....
A288	....	24	.....	.....	3.11	5.97 / 69.27	.....GREENVIEW.....	....	P	12.36	.....	.....
.....	....	....	L 10.49Am	.....	3.22	9.26 / 78.53	.....M. N. JCT.....	....	JX	12.24	A 11.50Am	.....
A298	Yard	359	.....	.....	.....	0.51 / 79.04	...CROOKSTON YARD...	....	VBOP XY	.....	.....	.....
.....	....	....	10.52	.....	3.24	0.66 / 79.19	....CROOKSTON JCT....	....	IJPX	12.22	11.38	.....
.....	....	....	10.54	.....	3.26	1.13 / 80.32	...GRAND FORKS JCT...	....	J	12.20	11.36	.....
.....	...	....	A 10.55Am	.....	A 3.27					L 12.19	L. 11.35Am	.....
A299				L 4.00Am	L 3.37	0.17 / 80.49	..... CROOKSTON.....	C	BDNK OPRXZ	A 12.06		A 7.40Am
.....	....	....	.....	.....	.....	1.57 / 82.06	.....FISHER LINE JCT..	....	JXY	.....	.....	.....
.....	....	62	.....	.....	3.39	.06 / 82.12	.....NOYES JCT.....	....	JPXY	12.04Am	.....	.....
A306	....	11	.....	4.20	f 3.46	4.99 / 87.11	.....SHIRLEY.....	....	P	f 11.58	.....	7.15
A313	....	34	.....	4.40	s 3.56	7.26 / 94.37	.....EUCLID.....	CD	DP	s 11.48	.....	6.45
A321	....	50	.....	5.01	s 4.07	8.14 / 102.51	.....ANGUS.....	GU	DP	s 11.37	.....	6.10
A329	50	90	.....	406 5.30	s 4.27	8.48 / 110.99	.....WARREN.....	W	DNIP	s 11.25	.....	405 5.30
A339	....	58	.....	6.05	406 s 4.44	9.81 / 120.80	.....ARGYLE.....	AG	DP	s 11.11	.....	7 4.44
A348	....	160	.....	6.35	s 5.00	8.45 / 129.25	.....STEPHEN.....	NE	DP	s 10.59	.....	4.05
A356	....	37	.....	7.05	s 5.13	8.53 / 137.78	.....DONALDSON.....	AN	DP	s 10.47	.....	3.15
A361	....	51	.....	7.30	s 5.22	4.81 / 142.59	.....KENNEDY.....	KY	DP	s 10.39	.....	2.45
A370	56	49	.....	8.10	s 5.42	9.27 / 151.86	.....HALLOCK.....	KA	DP	s 10.27	.....	2.10
A376	....	40	.....	8.30	s 5.52	5.55 / 157.41	.....NORTHCOTE.....	NC	DP	s 10.16	.....	1.25
A383	....	34	.....	8.50	s 6.02	6.66 / 164.07	.....HUMBOLDT.....	HU	DP	s 10.06	.....	1.01
A390	....	24	.....	9.10	s 6.12	6.18 / 170.25	.....ST. VINCENT.....	SY	DPXY	s 9.57	.....	12.40
A391	Yard	78	.....	A 9.25Am	A 6.18Am	1.87 / 172.12	.....NOYES.....	NY	BDNJK OPRXV	L 9.53Pm	.....	L 12.30Am
			.06 / 19.6	5.25 / 16.9	4.34 / 37.7		Time Over Subdivision / Average Speed Per Hour			4.32 / 38.0	.15 / 7.8	7.10 / 12.8

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

6 WESTWARD SIXTH SUBDIVISION EASTWARD

Time Table No. 111
Effective September 8, 1959

Station Numbers	Car Capacity: Other Tracks		Distance from Fergus Falls	STATIONS	Telegraph Calls	SIGNS	
187	.....	.....	.....	FERGUS FALLS ★	GS	DNPRXV	.....
TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS ARE GOVERNED BY FIRST SUBDIVISION SCHEDULES.							
.....	.....	.....	0.60	PELICAN JCT. (0.60)	.....	.....	.....
.....	.....	.....	0.73	WEST N. P. RY. JCT. (0.13)	.....	U	.....
TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. ARE GOVERNED BY NORTHERN PACIFIC TIME TABLE.							
.....	.....	.....	0.94	EAST N. P. RY. JCT. (0.21)	.....	.....	.....
L- 8	2	.....	8.82	ELIZABETH (7.88)	.....	.....	.....
L-16	25	.....	16.36	ERHARD (7.54)	RH	D	.....
L-21	59	.....	22.35	PELICAN RAPIDS (5.99)	P	BDRO	.....

WESTWARD EIGHTH SUBDIVISION EASTWARD

Time Table No. 111
Effective September 8, 1959

Station Numbers	Car Capacity: Other Tracks	SECOND CLASS 331 Daily Ex. Sunday	Distance from Moorhead	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 332 Daily Ex. Sunday
.....	111	L 7.10Am	.....	MOORHEAD (8.56)	MH	DNJP RX	A 3.25Pm
P 54	30	s 7.35	8.56	KRAGNES (6.83)	GS	D	s 3.00
P 61	70	s 7.55	15.39	GEORGETOWN (6.64)	WN	D	s 2.40
P 68	29	s 8.15	22.03	PERLEY (5.99)	PY	D	s 2.20
P 74	54	s 8.35	28.02	HENDRUM (6.12)	RH	D	s 2.00
P 80	125	s 8.55	34.14	HALSTAD (7.54)	SD	D	s 1.40
P 87	43	s 9.20	41.68	SHELLY (4.77)	S	D	s 1.15
P 92	104	s 9.35	46.45	NIELSVILLE (5.55)	NS	D	s 1.00
P 97	38	s 9.55	52.00	CLIMAX (5.90)	CX	D	s12.40
P 103	53	s10.15	57.90	ELDRED (5.91)	RD	D	s12.20
P 109	15	f10.35	63.81	GIRARD (2.68)	.....	.....	f12.01Pm
.....	.....	A 10.49Am	66.49	M. N. JCT.	.....	JXP	L 11.50Am
		3.39 18.2		Time Over Subdivision Ave. Speed Per Hour			3.35 18.5

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Time Table No. 111
Effective September 8, 1959

Station Numbers	Car Capacity: Sidings	Other Tracks		Distance from Erie Jct.	STATIONS	Telegraph Calls	SIGNS	
S15	.....	.....	.....	.....	ERIE JCT. (1.63)	.....	JPR	.....
S20	.....	27	.....	1.63	ERIE (10.74)	.....	.....	.....
S31	.....	35	.....	12.37	GALESBURG (5.42)	.....	.....	.....
S36	.....	29	.....	17.79	CLIFFORD (6.29)	.....	.....	.....
S42	.....	13	.....	24.08	ROSEVILLE (4.25)	.....	.....	.....
S47	24	40	.....	28.33	PORTLAND (4.55)	RA	DP	.....
R103	.....	19	.....	32.88	PORTLAND JCT.	.....	JPRY	.....

WESTWARD NINTH SUBDIVISION EASTWARD

Time Table No. 111
Effective September 8, 1959

Station Numbers	Car Capacity: Sidings	Other Tracks	SECOND CLASS 311 Daily Ex. Sunday	Distance from Nolan	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 312 Daily Ex. Sunday
FS41	.....	.....	L 8.30Am	.....	NOLAN ★ (1.53)	W	DNIJPR	A 4.50Pm
T16	Yard	84	s 8.50	1.53	PAGE (7.12)	GE	DPX	s 4.40
T23	.....	34	s 9.08	8.65	COLGATE (6.27)	CG	DP	s 3.55
T29	.....	75	s 9.35	14.92	HOPE (6.34)	HO	DP	s 3.35
T36	.....	37	s 9.52	21.26	BLABON (2.96)	BN	DP	s 3.05
T39	.....	23	f10.03	24.22	PICKERT (5.03)	.....	P	f 2.35
T44	.....	41	s10.33	29.25	FINLEY (6.50)	FN	DP	s 2.20
T50	.....	38	s10.55	35.75	SHARON (7.06)	QN	DP	s 1.45
T57	47	57	s11.30	42.81	ANETA (4.98)	NE	DP	s 1.15
T62	.....	30	s11.45	47.79	KLOTEN (5.93)	KN	DP	s12.45
T68	.....	45	s12.20Pm	53.72	McVILLE (7.33)	VI	DP	s12.20Pm
T75	.....	39	s12.45	61.05	PEKIN (5.76)	K	DP	s11.40
T81	.....	40	s 1.15	66.81	TOLNA (6.36)	N	DP	s11.10
T88	.....	31	s 1.40	73.17	HAMAR (6.39)	HM	DP	s10.40
T94	.....	51	s 2.10	79.56	WARWICK (7.28)	WA	DP	s10.15
T101	.....	44	s 2.40	86.84	TOKIO (9.24)	KY	DP	s 9.50
T110	.....	34	s 3.15	96.08	FORT TOTTEN (5.30)	NR	DP	s 9.20
408	Yard	681	A 3.30Pm	101.38	DEVILS LAKE ★ Soo Line Crossing (7.52)	WS	BDNJKOP RVXYZ	L 9.00Am
FG 8	.....	24	.....	108.90	SWEETWATER (4.58)	.....	.....	.....
FG12	.....	69	.....	113.48	WEBSTER (5.30)	RS	D	.....
FG18	.....	21	.....	118.78	GARSKE (6.61)	.....	.....	.....
FG24	.....	84	.....	125.39	STARKWEATHER (4.88)	KT	D	.....
FG29	.....	11	.....	130.27	ST. JOE (10.75)	.....	.....	.....
FG40	.....	32	.....	141.02	OLMSTEAD Soo Line Crossing (6.67)	OM	D	.....
FG47	.....	26	.....	147.69	CROCUS (6.86)	.....	.....	.....
FG53	.....	39	.....	154.55	ROCK LAKE (12.77)	RA	D	.....
FG66	.....	48	.....	167.32	HANSBORO	HN	DRY	.....
			7.00 14.5		Time Over Subdivision Average Speed Per Hour			7.50 12.9

Time Table No. 111

Effective September 8, 1959

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 341 Daily Ex. Sunday	SECOND CLASS 641 Mon., Wed. and Friday	FIRST CLASS	FIRST CLASS 205 Daily Ex. Sunday	Distance from Vance	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS 206 Daily Ex. Sunday		SECOND CLASS 642 Tues., Thur. and Sat.	SECOND CLASS 342 Daily Ex. Sunday
FS23	69	.....	L 7.30Am	.....	.....	.....	.....	VANCE	.....	JPYR	.....	.....	.....	A 5.00Pm
								4.95						
R70	.....	37	s 7.50	.....	.....	.....	4.95	ARTHUR	AU	DP	.....	.....	.....	s 4.45
								6.03						
R76	.....	34	s 8.10	.....	.....	.....	10.98	HUNTER	UN	DP	.....	.....	.....	s 4.25
								5.77						
R82	.....	30	f 8.25	.....	.....	.....	16.75	GREENFIELD	.....	.....	.....	.....	.....	f 4.05
								2.74						
R85	.....	23	f 8.33	.....	.....	.....	19.49	PRESTON	.....	.....	.....	.....	.....	f 3.57
								2.17						
R87	.....	42	s 8.40	.....	.....	.....	21.66	BLANCHARD	CD	DP	.....	.....	.....	s 3.50
								6.35						
R93	.....	24	f 9.00	.....	.....	.....	28.01	MURRAY	.....	P	.....	.....	.....	f 3.30
								5.57						
R99	.....	214	s10.00	.....	.....	.....	33.58	MAYVILLE	MV	DP	.....	.....	.....	s 3.10
								4.94						
R103	.....	19	s10.15	.....	.....	.....	38.52	PORTLAND JCT.	.....	JPY	.....	.....	.....	s 2.30
								6.50						
R110	.....	171	s11.15	.....	.....	.....	45.02	HATTON	HT	DP	.....	.....	.....	s 2.15
								8.49						
R118	.....	168	s11.50	.....	.....	.....	53.51	NORTHWOOD	ND	DP	.....	.....	.....	s 1.40
								6.27						
R125	.....	44	s12.10Pm	.....	.....	.....	59.78	KEMPTON	MT	DP	.....	.....	.....	s 1.10
								6.31		BDNJKO				
347	Yard	260	A 12.25Pm	.....	.....	.....	66.09	LARIMORE ★	KI	PRXY	.....	.....	.....	L 12.55Pm

TRAINS BETWEEN LARIMORE AND HANNAH JCT. ARE GOVERNED BY FOURTH SUBDIVISION SCHEDULES.

.....	.....	.....	.....	L 5.40Am	.....	L 10.25Am	68.34	2.25 HANNAH JCT.	.....	JPX	A 5.55Pm	.....	A 3.00Pm	.....
R-139	.....	29	.....	6.05	.....	s10.38	74.29	5.95 McCANNA	MC	D	s 5.44	.....	2.30	.....
R-146	.....	29	.....	6.30	.....	s10.50	80.86	6.57 ORR	OR	D	s 5.30	.....	2.00	.....
R-150	.....	46	.....	6.55	.....	s11.00	85.09	4.23 INKSTER	NS	D	s 5.19	.....	1.30	.....
R-156	.....	26	.....	7.20	.....	s11.14	91.64	6.55 CONWAY	.....	I	s 5.04	.....	12.55	.....
R-161	.....	44	.....	7.50	.....	s11.24	96.62	4.98 PISEK	P	D	s 4.52	.....	12.32Pm	.....
R-168	50	184	.....	8.30	.....	s11.47 (642)	102.78	6.16 PARK RIVER	K	DY	s 4.38	.....	11.47 (205)	.....
R-173	.....	25	.....	8.55	.....	f11.58	108.21	5.43 KERRY	.....	.....	f 4.24	.....	10.59	.....
R-177	.....	98	.....	9.25	.....	s12.10Pm	112.08	3.87 EDINBURG	BU	D	s 4.17	.....	10.45	.....
R-183	30	30	.....	9.55	.....	s12.25	118.36	6.28 UNION	U	D	s 4.02	.....	10.15	.....
R-189	.....	41	.....	10.35	.....	s12.43	124.65	6.29 MILTON	MN	D	s 3.46	.....	9.50	.....
R-195	.....	54	.....	11.05	.....	s12.58	130.43	5.78 OSNABROCK	NB	D	s 3.35	.....	9.25	.....
R-201	.....	30	.....	11.30	.....	s 1.11	135.96	5.53 EASBY	.....	.....	s 3.21	.....	9.00	.....
R-207	37	89	.....	12.05Pm	.....	s 1.34	142.14	6.18 LANGDON	DN	D	s 3.07	.....	8.40	.....
R-214	.....	35	.....	12.30	.....	s 1.46	149.17	7.03 DRESDEN	RS	D	s 2.53	.....	7.50	.....
R-221	.....	42	.....	12.55	.....	s 2.00	156.52	7.35 WALES	W	D	s 2.39	.....	7.25	.....
R-228	.....	35	.....	A 1.20Pm	.....	A 2.15Pm (206)	163.23	6.71 HANNAH	HN	BDOR XY	L 2.25Pm (205)	.....	L 7.00Am	.....
			4.55 13.4	7.40 12.4		3.50 24.8		Time Over Subdivision Average Speed Per Hour			3.30 27.1		8.00 11.9	4.05 16.2

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

ELEVENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 307 Daily Ex. Sun.	Distance from PA Tower	Time Table No. 111 Effective September 8, 1959 — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 308 Daily Ex. Sun.
317	.....	.....	L 9.30Am	.....	..... PA TOWER	PA	RDNIJXYP	A 6.30Pm
				1.49				
.....	.....	.....	.....	1.49	.N. P. RY. CROSSING.	.....	P	.....
				10.52				
O-12	.....	83	s10.03	12.01	..... MANVEL	MV	DP	s 6.05
				12.06				
O-24	79	44	s10.34	24.07	..... ARDOCH	HN	DPVI	s 5.33
				6.14				
O-30	.....	114	s10.50	30.21	..... MINTO	MT	DP	s 5.13
				4.58				
O-35	.....	40	f11.02	34.79	..... HERRIOTT	.....	P	f 4.57
				3.61				
.....	.....	.....	.....	38.40	.N. P. RY. CROSSING.	.....	.....	.....
				0.69				
O-39	87	184	s11.31	39.09	..... GRAFTON	FN	BDPRXV	s 4.45
				0.74				
.....	73	.....	11.35	39.83	.... GRAFTON JCT.	.....	JPXY	4.20
				5.75				
O-46	.....	88	s11.55	45.58	..... AUBURN	AU	DP	s 4.01
				7.64				
O-53	.....	150	s12.10Pm	53.22	..... ST. THOMAS	MS	DP	s 3.41
				6.06				
O-59	.....	36	s12.31	59.28	..... GLASSTON	NA	DP	s 3.18
				6.95				
O-66	.....	67	s12.55	66.23	..... HAMILTON	H	DP	s 3.00
				5.13				
O-71	.....	51	s 1.15	71.36	..... BATHGATE	VD	DP	s 2.40
				7.82				
O-79	Yard	206	s 1.40	79.18	..... NECHE	CH	BDPRWX	s 2.25
				1.78				
.....	.....	.....	A 1.50Pm (308)	80.96	..... GRETNA	N	DJPRYV	L 2.00Pm (307)
			4.20		Time Over Subdivision			4.30
			18.7		Average Speed Per Hour			18.0

TWELFTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 323 Daily Ex. Sun.	Distance from Grafton	Time Table No. 111 Effective September 8, 1959 — STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 324 Daily Ex. Sun.
O-39	87	184	L 1.00Pm	.....	..... GRAFTON	FN	BDPRXV	A 11.00Am
				0.74				
.....	73	.....	1.04	0.74	.... GRAFTON JCT.	.....	JPXY	10.54
				5.73				
OA- 7	.....	197	s 1.45	6.47	..... NASH	NA	D	s10.40
				7.19				
OA-14	66	134	s 2.40	13.66	..... HOOPLE	HO	D	s10.01
				4.64				
OA-18	.....	153	s 3.20	18.30	..... CRYSTAL	CT	D	s 9.15
				6.29				
OA-24	.....	45	s 3.50	24.59	..... HENSEL	CA	D	s 8.45
				7.62				
OA-32	.....	165	s 4.45	32.21	..... CAVALIER	CV	D	s 8.15
				4.97				
OA-37½	.....	35	s 5.10	37.18	..... BACKOO	BO	D	s 7.35
				5.44				
OA-42	.....	35	s 5.25	42.62	..... LEYDEN	.....	.....	s 7.15
				5.71				
OA-48	Yard	190	A 5.45Pm	48.33	..... WALHALLA	WA	BDORXY	L 7.00Am
			4.45		Time Over Subdivision			4.00
			10.2		Average Speed Per Hour			12.1

THIRTEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks	Distance from Lakota	Time Table No. 111 Effective September 8, 1959 — STATIONS	Telegraph Calls	SIGNS
.....	.....	0.32	..... SARLES JCT.	.....	JXYP
		8.29			
.....	.....	8.61	.SOO LINE CROSSING.	.....	.....
		3.79			
VA-12	35	12.40	..... BROCKET	KO	D
		6.26			
VA-18	35	18.66	..... LAWTON	ON	D
		8.53			
VA-27	42	27.19	..... EDMORE	RD	D
		6.70			
VA-34	26	33.89	..... DERRICK	RC	D
		6.16			
VA-40	44	40.05	..... HAMPDEN	DN	D
		4.80			
VA-45	16	44.85	..... WEAVER	.....	.....
		3.68			
.....	.....	48.53	.SOO LINE CROSSING.	.....	.....
		3.91			
VA-53	44	52.44	..... MUNICH	MN	D
		7.44			
VA-60	34	59.88	..... CLYDE	CD	D
		5.95			
VA-66	36	65.83	..... CALVIN	VN	D
		6.86			
VA-73	45	72.69	..... SARLES	SA	DORY

FOURTEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Church's Ferry	Time Table No. 111 Effective September 8, 1959 — STATIONS	Telegraph Calls	SIGNS
427	.....	.....	.....	.. CHURCHS FERRY ★	FY	DJPRXY
			7.37			
X7	.....	25	7.37	..... MAZA	Z	D
			8.01			
X15	57	98	15.38	..... CANDO	CN	D
			6.29			
X22	.....	35	21.67	..... CONSIDINE	.....	.....
			6.17			
				.SOO LINE CROSSING.		
X28	.....	35	27.84	..... BISBEE	BS	DV
			7.32			
X35	.....	35	35.16	..... PERTH	RH	D
			12.25			
X48	.....	41	47.41	..... ROLLA	RO	D
			7.41			
X55	.....	40	54.82	..... ST. JOHN	SJ	DRY

Westward trains are superior to eastward trains of the same class on the Eleventh, Twelfth, Thirteenth and Fourteenth Subdivisions except No. 324 is superior to No. 323.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

FIFTEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks		Distance from York	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	SIGNS	
445	.....	.....	.....	.....YORK.....	XN	DJPRXY	.....
X8 7	15	.....	7.24	.....HONG.....	.....	.....	.....
XB14	35	.....	7.09	.....WOLFORD.....	WF	D	.....
XB21	9	.....	6.59	.....NANSON.....	SN	D	.....
XB28	45	.....	6.42	.....ROLETTE..... .SOO LINE CROSS'G.	MC	D	.....
XB34	36	.....	6.85	.....THORNE.....	AN	D	.....
XB42	89	.....	7.75	.....DUNSEITH.....	DN	DRY	.....

SEVENTEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks		Distance from Towner	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	SIGNS	
484	.....	.....	.....	.....TOWNER..★..	OW	DJKPRXY	.....
XD14	28	.....	14.16	.....BANTRY.....	BA	D	.....
XD22	35	.....	7.98	.....UPHAM.....	AU	D	.....
.....	.....	.....	22.14	.....SOO LINE CROSS'G.	.....	.....	.....
XD35	45	.....	8.72	.....NEWBURG.....	BR	D	.....
XD41	15	.....	3.96	.....DUNNING.....	.....	.....	.....
XD46	61	.....	5.95	.....MAXBASS.....	MX	DRY	.....
			4.69				
			45.46				

EIGHTEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks		Distance from Granville	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	SIGNS	
504	.....	.....	.....	.....GRANVILLE.....	J	DJPRXY	.....
XA13	38	.....	13.00	.....DEERING.....	DR	D	.....
XA18	15	.....	4.99	.....WOLSETH.....	.....	.....	.....
XA25	36	.....	6.48	.....GLENBURN.....	GX	D	.....
XA30	26	.....	5.26	.....FORFAR.....	.....	.....	.....
XA35	47	.....	5.54	.....LANSFORD..... .SOO LINE CROSS'G.	S	DV	.....
XA46	68	.....	11.09	.....MOHALL.....	MO	D	.....
XA52	13	.....	7.65	.....LORAIN.....	RI	D	.....
XA61	79	.....	7.21	.....SHERWOOD.....	WD	DRY	.....
			61.22				

SIXTEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS 347 Daily except Sun.	Distance from Rugby	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 348 Daily except Sun.
465	307	L 1.00Pm	.....	.....RUGBY...★..	RU	BDNJKP ORXY	A 10.45Am
V 6	10	f 1.13	6.34	.....LEVERICH.....	.....	.....	f10.25
V13	36	s 1.30	12.76	.....BARTON.....	BN	D	s10.10
V21	36	s 1.55	8.45 21.21	...WILLOW CITY...	WC	D	s 9.45
V30	11	s 2.15	7.37 28.58	.....OMEMEE..... SOO LINE CROSS'G.	.....	V	s 9.20
V38	119	A 2.35 L 3.45	9.52 38.10	.....BOTTINEAU.....	BO	D	L 9.00 A 8.30
V45	29	s 4.05	6.66 44.76	.....CARBURY.....	CB	D	s 8.15
V51	46	s 4.30	6.34 51.10	.....SOURIS.....	SU	D	s 7.50
V56	22	s 4.50	5.53 56.63	.....ROTH.....	HO	D	s 7.30
V62	27	s 5.10	5.09 61.72	.....LANDA.....	NA	D	s 7.10
V67	97	s 5.40	5.81 67.53	.....WESTHOPE.....	WS	D	s 6.45
V73	21	s 5.55	6.00 73.53	.....KUROKI.....	.....	.....	s 6.00
V80	46	A 6.10Pm	6.71 80.24	.....ANTLER.....	AR	BDRXY	L 5.45Am

NINETEENTH SUBDIVISION

WESTWARD — EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS 553 Daily Ex. Sat.	Distance from Red Lake Falls Jct.	Time Table No. 111 Effective September 8, 1959 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 554 Daily Ex. Sunday
Y 17	.....	L 9.05Am	.....	.....TILDEN JCT.....	ON	DNPJ	A 12.40Pm

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

.....	.....	9.30Am	10.90	..RED LAKE FALLS JCT...	.....	JR	12.15
N 13	83	s 9.45	2.10 2.10	....RED LAKE FALLS....	FA	D	s12.01Pm
N 23	20	s10.15	10.25 12.35	.....ST. HILAIRE.....	JO	D	s11.30
N 31	119	s 11.05 554	7.20 20.04	...THIEF RIVER FALLS...	VR	DXYV	s 11.05 553
.....	9	.....	3.11 22.66	.SOO LINE CROSSING...	.....	.....	.....
N 41	35	s11.50	9.24 31.90	.....HOLT.....	GR	D	s10.20
N 51	46	s12.30Pm	9.96 41.86	.....MIDDLE RIVER.....	MD	D	s 9.52
N 59	23	s12.55	8.41 50.27	.....STRATHCONA.....	.....	.....	s 9.30
N 70	65	s 1.25	10.26 60.53	.....GREENBUSH.....	GB	D	s 9.02
N 79	51	s 1.55	9.48 70.01	.....BADGER.....	BA	D	s 8.42
N 86	16	s 2.10	6.83 76.84	.....FOX.....	.....	.....	s 8.28
N 92	98	s 2.30	6.17 83.01	.....ROSEAU.....	RU	D	s 8.15
N101	15	s 2.49	9.10 92.11	.....SALOL.....	SA	D	s 7.56
N114	138	A 3.15Pm	12.29 104.40	.....WARROAD.....	WD	BDRIXYV	L 7.30Am
		5.45 18.2		Time Over Subdivision Average Speed Per Hour			4.45 22.0

Westward trains are superior to eastward trains of the same class on the Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Subdivisions except No. 348 is superior to No. 347.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 17.

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 59 MPH Freight 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.

On Subdivisions where both passenger and freight trains are operated, 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 cars equipped with steel wheels, air signal and steam heat lines. On Subdivisions where normally only freight or mixed trains are operated, the 45 degree sign may have just one set of figures preceded with the letter "F", which applies to all trains.

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

(d) 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-1 to X-30, 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 Fifth Subdivision
Moorhead Jct. ..... Junction with First Subdivision
Gardner ..... East and west siding switch.
Hillsboro ..... 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
Moorhead Jct. ..... West siding switch

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.

Diesel and Diesel-Electric engines 2303-2350 must be handled on rear of train.
Single unit switcher and road switcher type diesel engines moving dead in freight trains are to be handled not less than five (5) cars, or more than fifteen (15) cars from road engine. Additional units are to be separated by not less than five (5) cars. Multiple unit groups, not exceeding four (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than five (5) cars from road engine. Additional groups or single units are to be separated by not less than five (5) cars.
Trains handling Diesel and Diesel-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 249, 254 to 259, 262-263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 598, 600 to 678, 681 to 732, 900 thru 915	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. 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.

4. 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.

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

6. **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.

7. **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—Depot, 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.

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.

Fifth Subdivision:

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

HALLOCK—Both—Depot, emergency.

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

9. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.

24. 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.

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

26. 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.

27. 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.**

St. Joseph, No. 3 passing depot	30 MPH
Osakis, No. 7, out St. Paul Sunday night, passing depot	30 MPH
Melrose, Avon and St. Joseph, No. 8 Monday morning passing depot	30 MPH
Freight trains handling pulpwood:	
Between Barnesville and Melrose	35 MPH
Between Melrose and St. Cloud	25 MPH

3. **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.

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

(a) Dakota Division clearance received at St. Cloud will clear westward trains at Rice Jct.

(b) At Park Rapids Jct., eastward trains from Mesabi Division may proceed to Sauk Centre without clearance.

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

(d) At Barnesville, 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) Clearance received at Fargo or Fargo Jct. will clear eastward first subdivision trains at Moorhead Jct. when train order signal indicates proceed.

5. **SPEED TEST BOARDS.**

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

Westward trains, between MP 83 and MP 84 between St. Joseph and Collegeville.

Eastward trains, between MP 12 and MP 11 between Baker and Sabin, and between MP 214 and MP 213 between Lawndale and Barnesville.

6. **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.
284.1 approximately two and one-half miles west of Sabin.

Eastward trains, on block signals:

281.8 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.

7. **MANUAL INTERLOCKINGS.**

Moorhead Jct.

8. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Rice Jct.
Barnesville Jct.
Rice Jct., switches are electrically controlled by operator at depot, St. Cloud.

Barnesville Jct., switches are electrically controlled by operator at depot, Barnesville.

9. **AUTOMATIC INTERLOCKINGS.**

N. P. Ry. crossing .....0.8 miles west of Sauk Centre
N. P. Ry. crossing .....0.6 miles east of Fergus Falls
Fergus Falls, when home signal displays Stop-indication, a member of the crew must first operate push button at the home signal. If this operation does not cause signal to indicate proceed, release must then be operated in accordance with instructions posted in box at the crossing. These instructions cover operation of electric switch locks on east siding switch and industry track switch.

10. Automatic crossing signals with manual control are in service at first crossing east of Rothsay depot and automatic highway crossing gates with manual control are in service at Main Street crossing Evansville, protecting main track, siding, and two tracks south of the siding. Crews of trains standing in circuit and not fouling crossing will manually clear crossing signals or gates by operating key-controller.

SECOND SUBDIVISION

(Main Line)

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

Between	Passenger	Freight
Wahpeton Jct. and PA Tower	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**

CMStP&P. RR. Crossing 1.85 miles east of Lurgan	60 MPH	35 MPH
Between Home Signals of Interlocking at PA Tower	20 MPH	

3. **TRAIN REGISTER EXCEPTIONS.**
PA Tower, register only for extra trains which will register by ticket.
Fargo Jct., first class trains and passenger extras register by ticket.
Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.
Moorhead, register is for Eighth Subdivision trains only which will register by ticket at depot.
Fargo-Fargo Jct., first and second class trains and passenger extras register and receive clearance at passenger station, other trains at yard office.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) Dakota Division clearance received at Breckenridge will clear westward trains at Wahpeton Jct.
(b) At Moorhead Jct., westward trains for which this point is initial station, may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.
(c) At Fargo Jct., eastward trains from Minot Division will not require a clearance when train order signal indicates proceed.
(d) At PA Tower, clearance under which Nos. 9, 3, 11, 147, 149 and 151 arrive will clear Nos. 144, 142, 152, 4, 10 and 12 respectively at that point.
(e) At Fargo, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

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

6. **SPEED TEST BOARDS.**
Engineers shall test speed of their train passing the following points as compared with speed table:
Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.
Westward trains, between MP 33 and MP 34 between Harwood and Argusville.
Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.

7. **SPRING SWITCHES WITH FACING POINT LOCK.**
Fargo Jct., west yard switch.
Gardner, east and west siding switch.
Hillsboro, east and west siding switch.
Normal position is for main track.

8. PA Tower—Crossover Switch for trains from Second to 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

9. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
PA Tower.
Switches electrically controlled by operator at PA Tower.
Moorhead Junction.....east siding switch.
Fargo.....Junction of Dakota-Surrey main tracks and Eighth Street Crossovers.

Fargo, interlocking electrically controlled by operator in depot. The "home signal limits" (Rule 605) of this interlocking extend from the westward home signal at the junction of the Dakota and Surrey main tracks, east of the depot, to the eastward home signals just west of the Eighth Street crossovers, and include hand operated switches which enter the main tracks within these limits. These hand operated switches are equipped with electric switch locks under control of the Operator.
Trains and engines, receiving a proceed indication of the home signal governing entrance to the "Home Signal Limits" may proceed, regardless of class, in accordance with Rule 605.

10. Fargo.....First class trains and passenger extras to and from Dakota Division will use Dakota main track from Fargo Junction to home signal limits just west of 8th Street crossovers and Minot Division first class trains and passenger extras will use Fargo-Surrey main track from Fargo Junction to home signals just west of 8th Street crossovers unless otherwise directed by a train order.

11. **MANUAL INTERLOCKINGS.**
N. P. Ry. crossing.....Moorhead Jct.
Whistle signal for routes:
Moorhead Jct., First Subdivision.....1 long.
Second Subdivision.....1 long, 1 short.
Siding.....3 long, 1 short.

12. **AUTOMATIC INTERLOCKINGS.**
CMStP&P. RR. crossing.....1.85 miles east of Lurgan

13. Comstock, Broadway Street crossing east of depot; Kent, First crossing east of depot, equipped with automatic crossing signals and switch key controller, when engine or cars are standing in circuit, but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals against highway traffic.

14. Kent, when siding is occupied by a train, members of train crew must be stationed at Third Street crossing approximately 100 feet west of depot and also at State Aid road No. 7 crossing approximately 900 feet east of depot to flag highway traffic over these crossings.

15. Automatic highway crossing gates are in service at 14th Street highway crossing about one-half mile east of Moorhead depot; at 7th Avenue Fargo; at highway crossing 1000 feet east of Argusville depot; at Cass County Highway No. 26 about one-quarter mile west of Gardner depot; and at Fifth Street crossing Hillsboro, protecting the main track and siding.
Crews of trains standing on circuit but not fouling crossing will manually clear crossing gates by operating key-controller.
At Fargo key-controller for trains on Surrey Main track is fastened to the gate mechanism located south of the highway crossing, and for trains on Dakota Main track, is fastened to the instrument case located north of the highway crossing.
At Hillsboro—movements on industry and house tracks over Fifth Street crossing will be protected by train crews.

THIRD SUBDIVISION

(Crookston Line)

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

Between	Passenger	Freight
Grand Forks and Fisher Line Jct.	59 MPH	40 MPH

2. **TRAIN REGISTER EXCEPTIONS.**
Grand Forks, eastward freight trains register by ticket at passenger station.

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Fisher Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

4. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**
Grand Forks, east switch of freight lead (west end Red River Bridge).
Normal position is for main track.

FOURTH SUBDIVISION

(Main Line)

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

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

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at PA Tower.... 20 MPH
Churchs Ferry, No. 4 Daily except Sunday, passing depot ..... 30 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
PA Tower, register only for westward freight trains which will register by ticket.
Larimore, register only for trains originating and terminating at Larimore and Hannah Jct.
Lakota, register only for trains originating and terminating at Lakota and Sarles Jct.
Devils Lake, all trains register and receive clearance.
Churchs Ferry, York, Rugby, Towner, Granville, register only for trains originating and terminating.
Surrey, all trains register by ticket.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At PA Tower, clearance under which Nos. 9, 3, 11, 147, 149 and 151 arrive will clear Nos. 144, 142, 152, 4, 10 and 12 respectively at that point.
(b) At Hannah Jct., Sarles Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
(c) At Devils Lake, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.
(d) Rule 83B of the Consolidated Code of Operating Rules and General Instructions does not apply at Churchs Ferry, York, Towner and Granville when the Agents are not on duty.

5. 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

6. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks, 1, 2, 3 and 4; the 5th track is known as the freight lead.
Depot Lead at west crossover just west of coach yard must be kept clear for meeting and passing of trains.
The normal position of the switch at west end of crossover just west of Signal 1078 about 1500 feet west of Grand Forks Passenger Depot will be lined for No. 1 track at Grand Forks passenger station. Eastward First Class Trains except No. 144 and No. 10 will use No. 1 track at Grand Forks Passenger Depot. No. 144 and No. 10 will use No. 3 track.
Nos. 3, 9, 147, 149 and 151 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 crews of these trains will see that careful movement is made while backing up. Speed must be restricted to 15 MPH.

7. University, automatic block signal 109 2 governing Eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.

8. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Westward trains, between MP 5 and MP 6 between Powell and 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.

9. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
PA Tower.
Switches electrically controlled by operator at PA Tower.
Whistle signals for routes, PA Tower:
Second Subdivision .....2 long, 1 short.
Fourth Subdivision .....1 long, 1 short.
Eleventh Subdivision .....1 long.
Tower Track .....3 long, 1 short.
Grand Forks Yard .....2 short, 1 long.
Surrey—Switches electrically controlled by Operator at Surrey.

10. **AUTOMATIC INTERLOCKINGS.**
MStP&SSM RR. Crossing.....2.9 mi. east of Grand Harbor.

11. Switch-Key operated controller has been placed on the crossing signal on south side of main track at main street crossing Rugby. When cars or engines are standing in circuit but crossing not fouled, controller should be operated to clear signals for highway traffic. When crossing is to be fouled signals must be set at stop for highway traffic.

12. No. 3 pick up mail at Towner, daily except Sunday.

FIFTH SUBDIVISION

(Ada-Noyes Lines)

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

Between	Passenger	Freight
Barnesville Jct. and M. N. Jct.	59 MPH	40 MPH
M. N. Jct. and Noyes 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
Beltrami, No. 7 Monday passing depot ..... 30 MPH
Crookston, all trains except first class over Roberts Street, Newton and Ingersoll Avenue Crossings .... 15 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Crookston, Freight trains register by ticket.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Barnesville Jct., M. N. Jct., Crookston Yard, Fisher Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

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

6. Noyes, before going to Canadian Pacific yard, call up C. P. office and obtain clearance to enter their yard. When necessary to go to the west end of C. P. yard, stop at C. P. office and get switch key which must be turned in immediately upon return from that part of the yard. Crews going from G. N. yard

to C. P. yard must not attempt to enter C. P. yard until they receive hand signal from the towerman.

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

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

9. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Barnesville Jct.
Switches are electrically controlled by operator at depot Barnesville.
Crookston Jct.
Switches are electrically controlled by operator at depot Crookston.

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

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

12. All switch movements over 5th Street Crossing just east of depot Stephen shall be preceded onto the crossing by a trainman properly equipped with a flag by day and a light by night to warn motorists approaching the crossing.

13. No. 7 and No. 8 pick up mail at Angus daily.
No. 8 pick up cream at Stephen Sunday night.

SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Portland, Halstad Lines)

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

Between	Freight
Pelican Jct. and Pelican Rapids	25 MPH
Erie Jct. and Portland Jct.	20 MPH
Moorhead and M.N. Jct.	35 MPH

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at Pelican Jct... 20 MPH

3. **ENGINE RESTRICTIONS.**
SIXTH AND SEVENTH Subdivisions GP 9, heaviest permitted.

4. **TRAIN REGISTER EXCEPTIONS.**
Seventh subdivision trains will leave register check at Portland giving all information called for in train register at Vance and Erie Jct.
Moorhead—register is for Eighth subdivision trains only which will register by ticket at passenger station.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Pelican Jct., M.N. Jct. trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

6. **AUTOMATIC INTERLOCKING.**
Pelican Jct. (Fergus Falls).

NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH SUBDIVISIONS

(Aneta-Hansboro, Mayville-Hannah, Neche, Walhalla, Sarles Lines)

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

Between	Passenger	Freight
Nolan and Devils Lake	50 MPH	40 MPH
Devils Lake and Hansboro	----------	20 MPH
Vance and Preston	----------	25 MPH
Preston and Portland Jct.	----------	20 MPH
Portland Jct. and Larimore	----------	25 MPH
Hannah Jct. and Hannah	45 MPH	30 MPH
P.A. Tower and Neche	----------	35 MPH
Grafton and Walhalla	----------	35 MPH
Sarles Jct. and water tank Edmore	----------	35 MPH
Water tank Edmore and Sarles	----------	20 MPH

2. **SPEED RESTRICTIONS.**
Between home signals of interlocking ..... 20 MPH
Nolan.
P.A. Tower.
Ardoch.
SD7 engines between Hannah Jct and Hannah also between Grafton and Walhalla ..... 25 MPH
Trains handling loaded tank cars between Nolan and Devils Lake ..... 35 MPH

3. **ENGINE RESTRICTIONS.**
Eleventh, Twelfth and Thirteenth Subdivisions ..... SD9 heaviest permitted
Between Devils Lake and Hansboro ..... SD9 heaviest permitted

4. **TRAIN REGISTER EXCEPTIONS.**
P.A. Tower, register only for extra trains to Eleventh subdivision which will register by ticket.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
P.A. Tower, Hannah Jct., Sarles Jct., Trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

6. **MANUAL INTERLOCKINGS.**
Nolan.
Ardoch.

7. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
P.A. Tower.

8. **AUTOMATIC INTERLOCKINGS.**
Conway.

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

10. Automatic highway crossing gates are in service at 12th Street crossing Grafton.
Crews of trains standing on circuit but not fouling crossing will manually clear crossing gates by operating key-controller.

FOURTEENTH, FIFTEENTH, SIXTEENTH, SEVENTEENTH, EIGHTEENTH, NINETEENTH SUBDIVISIONS

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

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

Between	Freight
Churchs Ferry and St. John	25 MPH
York and Dunseith	25 MPH
Rugby and Antler	30 MPH
Towner and Maxbass	25 MPH
Granville and Sherwood	25 MPH
Red Lake Falls Jct. and M.P. 60 at Greenbush	25 MPH
M.P. 60 at Greenbush and Warroad	30 MPH

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at Warroad..... 20 MPH
Wye tracks at Warroad and Thief River Falls ..... 5 MPH

3. **ENGINE RESTRICTIONS.**
Fourteenth, Fifteenth, Sixteenth, Seventeenth and Eighteenth Subdivisions .....SD 9 heaviest permitted
Nineteenth Subdivision .....GP 9 heaviest permitted

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) Rule 83B of the Consolidated Code of Operating Rules and General Instructions does not apply at Churchs Ferry, York, Towner and Granville when the Agents are not on duty.
(b) No. 348 will not require a clearance at Antler when the Agent is not on duty.

5. **SEMI-AUTOMATIC INTERLOCKING.**
C. N. Ry. crossing .....0.6 miles east of Warroad
Great Northern train or engine movements over the crossing will be governed by manually operated gates together with interlocking dwarf signal indications. Routes over the crossing will be set manually after obtaining release of electric lock holding gates in STOP position. See instructions posted in box locked with switch lock.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	78.8	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

WATCH INSPECTORS

Weber Jewelry & Music Co.	St. Cloud, Minn.
G. H. Vandesteeg	Sauk Centre, Minn.
E. J. Rovang	Fergus Falls, Minn.
O. P. Mork	Barnesville, Minn.
Bratrud Jewelry Store	Crookston, Minn.
Munn's Jewelry	Crookston, Minn.
R. H. Willey Jewelry Co.	Grand Forks, N. D.
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.
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
Fourth Subdivision			
Emerado Air Base Spur	½ mile west of Emerado Depot	278	East End
Fifth 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
Eighth Subdivision			
Bingham	2.80 miles west of Moorhead	684	Both Ends
Wilds	2.05 miles west of Girard	232	East End
Tenth Subdivision			
Edison	2.99 miles west of Hannah Jct.	9	East End
Eleventh Subdivision			
Calspur	1.12 miles west of PA Tower	41	East End
Nineteenth Subdivision			
Lyell Spur	3.61 miles east of Warroad	10	East End

Pages 18, 19, 20 are blank.