

COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chf. Med. Officer	St. Paul, Minn.
Dr. Theodore Loken	Ada, Minn.
Dr. G. W. Clifford	Alexandria, Minn.
Dr. Leroy J. Larson	Bagley, Minn.
*Dr. Einar W. Johnson	Bemidji, Minn.
*Dr. Richard P. Groschupf.....	Bemidji, Minn.
*Dr. Carl Simison	Barnesville, Minn.
*Dr. C. H. Coombs	Cass Lake, Minn.
*Dr. D. E. Stewart	Crookston, Minn.
*Dr. Owen W. Holm.....	Crookston, Minn.
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. V. G. Borland	Fargo, N. D.
Dr. G. Howard Hall	Fargo, N. D.
*Dr. Norman H. Baker	Fergus Falls, Minn.
Dr. George A. Sather	Foston, Minn.
Dr. C. J. Glaspel	Grafton, N. D.
*Dr. Walter C. Dailey	Grand Forks, N. D.
*Dr. William T. Powers	Grand Forks, N. D.
*Dr. Harold Tarpley	Grand Forks, N. D.
*Dr. R. K. Helm	Grand Forks, N. D.
Dr. Peter Foderick	Hallock, Minn.
Dr. Robert W. McLean	Hillsboro, N. D.
Dr. N. J. Kaluzniak	Langdon, N. D.
Dr. C. O. Haugen	Larimore, N. D.
Dr. J. M. Muus	McVile, N. D.
Dr. R. C. Little	Mayville, N. D.
*Dr. L. H. Kermott	Minot, N. D.
Dr. John F. Zachman	Melrose, Minn.
Dr. Robert H. Delano	Northwood, N. D.
Dr. Henry A. Korda	Pelican Rapids, Minn.
Dr. J. L. Delmore, Jr.	Roseau, Minn.
*Dr. V. E. Neils	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. C. H. Holmstrom	Warren, Minn.
Dr. Charles M. Burns	Winnipeg, Man.

*Designates also Examining Surgeon.

OPHTHALMOLOGISTS

(Eye Doctors)

Dr. Malcolm A. McCannel	Minneapolis, Minn.
Dr. Richard C. Horn	Minneapolis, Minn.
Dr. L. J. Prochaska	Grand Forks, N. D.
Dr. W. T. Wenner	St. Cloud, Minn.
Dr. O. L. Oppegaard	Crookston, Minn.

W. R. Richter, Asst. Superintendent.
M. G. Larson, Chief Dispatcher.
M. J. Costello, Master Mechanic.
T. G. Hooker, Trainmaster.
R. D. Nelson, Trainmaster.
F. E. Plante, Trainmaster.
R. E. JAEB, Traveling Engineer.
J. D. Crowley, Traveling Engineer.

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GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 142

EFFECTIVE 2:00 A. M.
CENTRAL STANDARD TIME

Sunday, October 29, 1967

P. B. RASMUSSEN, Superintendent.
R. N. WHITMAN, General Manager.
H. J. SURLS,
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS					Distance from Rice Jct.	Time Table No. 142 Effective October 29, 1967	Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS				
	Siding	Other Tracks	7	11	27	3	31						8	32	28	4	14
			Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily

TRAINS BETWEEN RICE JCT. AND ST. CLOUD ARE GOVERNED BY WILLMAR DIVISION TIME TABLE.

07388			10.32Pm	7.27Pm		9.10Am			RICE JCT.	241.98	IJPY	A	4.43Am		A	1.17Pm	A	5.54Pm	
09070	56		10.39	7.37		9.16	6.18		ST. JOSEPH	235.80	JO		4.31			1.07		5.47	
09078	134	24	10.46	7.45		9.23	14.35		AVON	227.63	VN		4.22			12.59		5.39	
09084		68	10.51	7.50		9.28	20.39		ALBANY	221.89	BY		4.16			12.54		5.33	
09090	124	45	10.56	7.55		9.33	26.67		FREESPORT	215.31	FR		4.09			12.48		5.27	
09096	77	80	11.01	8.01		9.38	32.62		MELROSE	209.36	SU		4.02			12.42		5.21	
09104	43	123	s 11.21	s 8.19		s 9.49	40.93		SAUK CENTRE	201.05	AU	JCYQP	s 3.50			s 12.32		s 5.13	
09112	126	26	11.30	8.29		9.57	48.71		WEST UNION	193.27	WU		3.35			12.20		5.01	
09118		73	11.35	8.35		10.02	54.50		OSAKIS	187.48	KS		3.29			12.13		4.55	
09124	125	31	11.40	8.41		10.07	60.18		NELSON	181.80		P	3.23			12.07Pm		4.49	
09128	80	148	s 11.46	s 8.48		s 10.12	65.77		ALEXANDRIA	176.21	RA	CPQ	s 3.17			s 11.58		s 4.40	
09136	125	23	12.01Am	9.06		10.23	72.33		GARFIELD	169.65	G		3.01			11.47		4.29	
09141	67	42	12.06	9.12		10.28	78.08		BRANDON	163.90	BN		2.55			11.40		4.23	
09147	112	42	12.11	9.18		10.33	83.21		EVANSVILLE	158.77	NS		2.49			11.33		4.18	
09155	108	29	12.20	9.27		10.41	92.12		ASHBY	149.86	B		2.39			11.23		4.10	
09163	66	32	12.28	9.35		10.48	99.83		DALTON	142.15	DO		2.30			11.15		4.02	
09175	49	252	s 12.40	s 9.47		s 11.01	110.93		FERGUS FALLS	131.05	GS	JPQCYA	s 2.18			s 11.01		s 3.49	
09183	125	26	1.01	10.07		11.11	119.22		CARLISLE	122.76	CA		2.02			10.46		3.37	
09191	125	31	1.08	10.16		11.20	127.82		ROTHSAY	114.16	RT		1.53			10.38		3.29	
09198		25	1.15	10.23		11.27	134.60		LAWDALE	107.38	WN		1.45			10.31		3.22	
09205	129	423	s 1.35	s 10.37		s 11.37	141.79		BARNESVILLE	100.19	D	OP CBIT JRYQP	s 1.35			s 10.22		s 3.13	
53707		39	1.44	10.47		11.46	149.81		BAKER	92.17	BK		1.21			10.12		3.02	
53714	125	33	1.51	10.57		11.54	156.37		SABIN	85.61	SB		1.14			10.04		2.54	
10041			2.00	11.07	2.05Pm	12.04Pm	164.35		MOORHEAD JCT.	77.63	MJ	CYQJIRP	1.06		A 1.31Am	9.55		2.45	A 5.05Pm
10044	51	251	s 2.02	s 11.10	s 2.07	s 12.07	165.21		MOORHEAD	76.77	MH		s 1.03			s 1.23		s 2.43	s 5.03
10047	Yard	1866	2.05	11.15Pm	2.10	12.12	166.26		FARGO	75.72	FO	WCB QIKRY	1.00			1.20		9.50	2.40
10049			2.18		A 2.28Pm	12.23	167.28		FARGO JCT.	74.70		QBJKR TYZP	12.47			1.05		9.40	2.30
10053	125	40	2.25			12.31	174.74		HARWOOD	67.24	WD		12.38			1.02Am		9.37Am	2.27
10059	48	34	2.31			12.36	180.33		ARGUSVILLE	61.65	SI		12.33						2.18
10066	107	50	2.37			12.41	187.17		GARDNER	54.81	GA		12.27						2.13
10072	125	78	2.42			12.46	193.46		GRANDIN	48.52	GN		12.21						2.07
10084	212	163	f 2.52			s 12.57	206.28		HILLSBORO	36.70	HS		f 12.08Am						s 1.51
10092	76	36	2.59			1.06	213.13		CUMMINGS	28.85	MU		11.57						1.42
10098	125	49	3.04			1.11	219.18		BUXTON	22.80	BU		11.51						1.37
10103	75	63	3.08			1.15	224.08		REYNOLDS	17.90	RD		11.46						1.32
10110	108	79	3.14			1.22	231.25		THOMPSON	10.73	ON		11.39						1.22
05299			A 3.24Am			A 1.32Pm	241.98		PA TOWER		PA	OP QRLJ CYPT	11.29Pm						1.12Pm
			4.52	3.43	.23	4.22	.27						5.14		.29	3.40		4.42	.05
			49.7	43.8	7.6	55.4	6.5						46.2		6.1	45.6		51.5	22.9

CONDITIONAL STOPS

No. 8 stops at any station between Fargo and Grand Forks to pick up revenue passengers for points west of Minot where No. 27 is scheduled to stop.

Eastward trains are superior to westward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Cass Lake	Time Table No. 142 Effective October 29, 1967 STATIONS	Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS		
	Sidings	Other Tracks	(8)	(4)	3						(7)	4	(3)
			157	147	3						158	4	142
			Daily	Daily	Daily	Daily							
05163	Yard	551					.....	.....	.....	.....
05172	67	11				9.65	.....	.....	.....	.....
05178	68	192				15.27	.....	.....	.....	.....
05184	157	11				21.42	.....	.....	.....	.....
05190	.....	25				27.55	.....	.....	.....	.....
05196	67	27				33.75	.....	.....	.....	.....
05208	74	82				40.45	.....	.....	.....	.....
05211	159	28				47.77	.....	.....	.....	.....
05224	68	120				60.81	.....	.....	.....	.....
05231	175	35				68.40	.....	.....	.....	.....
05237	71	37				74.45	.....	.....	.....	.....
05244	68	34				81.10	.....	.....	.....	.....
05251	.....	.....				87.99	.....	.....	.....	.....
05255	175	29				92.49	.....	.....	.....	.....
05270	.....	Yard				104.93	.....	.....	.....	.....
05272	.....	.....				106.91	.....	.....	.....	.....
05272	.....	.....				108.55	.....	.....	.....	.....
09288	.....	62	10.24 ^{pm}			.....	.....	.....	.....	.....	A 4.30 ^{Am}		
05272	.....	.....	s 10.29			108.55	.....	.....	.....	.....	s 4.29		
05280	150	50	10.40			117.70	.....	.....	.....	.....	4.14		
05294	Yard	.....	10.55			131.27	.....	.....	.....	.....	4.00		
05296	Yard	.....	10.59			132.06	.....	.....	.....	.....	3.54		
05299	.....	.....	11.24	12.57 ^{pm}	1.50 ^{pm}	134.64	.....	.....	.....	.....	3.30	A 1.47 ^{pm}	A 1.37 ^{pm}
05310	151	40	A 11.29 ^{pm}	A 1.12 ^{pm}	2.04	147.70	.....	.....	.....	.....	3.24 ^{Am}	12.42	1.32 ^{pm}
05316	.....	37			2.18	153.79	.....	.....	.....	.....	12.28		
05316	.....	37			2.24	153.79	.....	.....	.....	.....	12.21		
05323	168	190			s 2.34	159.82	.....	.....	.....	.....	s 12.14 ^{pm}		
05336	174	36			2.48	173.72	.....	.....	.....	.....	11.59		
05343	68	27			2.53	180.02	.....	.....	.....	.....	11.53		
05348	174	29			f 3.00	185.77	.....	.....	.....	.....	f 11.48		
05359	174	207			s 3.12	196.18	.....	.....	.....	.....	s 11.37		
05368	.....	27			3.21	205.15	.....	.....	.....	.....	11.26		
05373	192	34			3.26	209.95	.....	.....	.....	.....	11.22		
05384	Yard	.....			A 3.37 ^{pm}	220.77	.....	.....	.....	.....	11.12 ^{Am}		
			1.05	.15	1.47	Time Over Subdivision					1.06	1.35	.05
			24.5	10.3	49.7	Average Speed Per Hour					24.1	56.0	31.0

Eastward trains are superior to westward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

4 WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Fergus Falls	Time Table No. 142		SIGNS
			Effective October 29, 1967		
STATIONS					
09175			..... FERGUS FALLS.....		JPQCYA
53601		0.73	..... WEST N. P. RY. JCT.....		IJ

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

53602		0.94	..... EAST N. P. RY. JCT.....		J
53622	67	22.35	..... PELICAN RAPIDS.....		O

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from PA Tower	Time Table No. 142		Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective October 29, 1967			
STATIONS							
05299				..... PA TOWER.....	PA	RIJQYPC	
			1.49	..... N. P. Ry. Crossing.....		PU	
55512		82	12.01	..... MANVEL.....	MV	OP	
55524	100	43	24.07	..... ARDOCH.....	HN	OPU	
55530		144	30.21	..... MINTO.....	MT	OP	
55539	87	353	39.09	..... GRAFTON.....	FN	TBPUQJRYO	
55546		36	45.58	..... AUBURN.....	AU	OP	
55553		192	53.22	..... ST. THOMAS.....	MS	OP	
55559		36	59.28	..... GLASSTON.....	NA	OP	
55566		36	66.23	..... HAMILTON.....	H	OP	
55571		50	71.36	..... BATHGATE.....	VD	OP	
55579	Yard	125	79.18	..... NECHE.....	CH	BPORY	
55581			80.96	..... GRETNA.....	N	OJPRT	

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Moorhead	Time Table No. 142		Telegraph Calls	SIGNS
			Effective October 29, 1967			
STATIONS						
10044	109		..... MOORHEAD.....		MH	CJPY
56008	31	8.56	..... KRAGNES.....		GS	O
56015	30	15.39	..... GEORGETOWN.....		WN	O
56022	29	22.03	..... PERLEY.....		PY	O
56028	52	28.02	..... HENDRUM.....		RH	O
56034	127	34.14	..... HALSTAD.....		SD	O
56041	44	41.68	..... SHELLY.....		S	O
56046	104	46.45	..... NIELSVILLE.....		NS	O
56052	46	52.00	..... CLIMAX.....		CX	O
56057	53	57.90	..... ELDRED.....		RD	O
09285		66.49	..... M. N. JCT.....			JPY

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Grafton	Time Table No. 142		Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective October 29, 1967			
STATIONS							
55539	87	353		..... GRAFTON.....	FN	OBPUQTJRY	
55606		197	6.47	..... NASH.....	NA	O	
55613	65	154	13.66	..... HOOPLE.....	HO	O	
55618		187	18.29	..... CRYSTAL.....	CT	O	
55624		53	24.59	..... HENSEL.....	CA	O	
55631		181	32.21	..... CAVALIER.....	CV	O	
55648	Yard	203	48.33	..... WALHALLA.....	WA	BORYT	

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		FIRST CLASS 7 Daily	Distance from Barnesville.	Time Table No. 142 Effective October 29, 1967		SIGNALS	FIRST CLASS 8 Daily
	Sidings	Other Tracks			STATIONS			
09205					BARNESVILLE	D	BCQRY IJPT	
09213		92		7.83	DOWNER	DO	OP	
09223	56	16		17.50	GLYNDON	ND	CYIP	
09229		37		24.18	AVERILL	A	OP	
09237		37		32.02	FELTON	FN	OP	
09244		42		39.12	BORUP	BO	OP	
09252	47	165		47.35	ADA	J	OPQ	
09270		47		64.37	BELTRAMI	DA	OP	
09285				79.60	M. N. JCT.		JY	
				80.15	CROOKSTON YARD		BIJPYR	

TRAINS BETWEEN CROOKSTON YARD AND NOYES JCT. ARE GOVERNED BY SECOND SUBDIVISION.

09288		62	4.30Am	83.76	NOYES JCT.	JPTY	A 10.24Pm
09301		34	f 4.45	96.01	EUCLID	CD	f 10.10
09309		49	f 4.54	104.15	ANGUS	GU	f 10.01
09317	48	121	s 5.10	112.63	WARREN	W	s 9.51
09327		105	s 5.24	122.44	ARGYLE	AG	s 9.39
09335		203	s 5.38	130.89	STEPHEN	NE	s 9.29
09344		47	f 5.51	139.42	DONALDSON	AN	f 9.16
09349		91	s 6.00	144.23	KENNEDY	KY	s 9.10
09358	54	55	s 6.15	153.50	HALLOCK	KA	s 8.59
09363		41	6.25	159.05	NORTHCOTE	NC	OP
09370		43	f 6.34	165.71	HUMBOLDT	HU	f 8.41
09378	Yard	87	A 6.50Am	173.76	NOYES	NY	BJK CPRY 8.30Pm
			2.20 36.6		Time Over Subdivision Average Speed Per Hour		1.54 47.5

EIGHTH SUBDIVISION WESTWARD EASTWARD 5

Station Numbers	Capacity of Tracks	Time Table No. 142 Effective October 29, 1967		SIGNALS	
		STATIONS	STATIONS		
55315	158	WARROAD	WD	115.34	BORIY
55294	85	ROSEAU	RU	93.95	O
55281	50	BADGER	BA	80.95	O
55271	66	GREENBUSH	GB	71.47	O
55253	46	MIDDLE RIVER	MD	62.80	O
	8	500 LINE CROSSING		33.60	U
55230	142	THIEF RIVER FALLS	VR	30.49	OTY
55223	20	ST. HILAIRE	JO	23.29	O
55213	45	RED LAKE FALLS	FA	13.04	O
55211		RED LAKE FALLS JCT.		10.94	JR

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

05251		10.94	TILDEN JCT.	JPR
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Eastward trains are superior to westward trains of the same class on the Seventh Subdivision
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

6

NINTH SUBDIVISION
WESTWARD **EASTWARD**

Station Numbers	Car Capacity		Distance from Vance	Time Table No. 142 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
00707				VANCE		JPTRY
56305	46		4.95	ARTHUR	AU	OP
56811	34		10.96	HUNTER	UN	OP
56322	42		21.66	BLANCHARD	CD	OP
56333	184		33.58	MAYVILLE	MV	OP
56338	19		38.52	PORTLAND JCT.		JPT
56428	67		43.06	PORTLAND	RA	OP
56338	19			PORTLAND JCT.		JPT
56346	193		45.02	HATTON	HT	OP
56353	163		53.51	NORTHWOOD	ND	OP
56360	44		59.78	KEMPTON	MT	OP
05323	168	190	66.09	LARIMORE	KI	BJKPRYQOT

**TRAINS AT LARIMORE ARE GOVERNED BY
SECOND SUBDIVISION SCHEDULES.**

Station Numbers	Capacity of Tracks	Distance from Larimore	Time Table No. 142 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS
55706	37	74.29	McCANNA	MC	O
55717	44	85.09	INKSTER	NS	O
55728	44	96.62	PISEK	P	O
55734	50	102.78	PARK RIVER	K	OT
55744	91	112.08	EDINBURG	BU	O
55756	41	124.65	MILTON	MN	O
55762	52	130.43	OSNABROCK	NB	O
55774	37	89	LANGDON	DN	O
55781	34	149.17	DRESDEN		O
55788	42	156.51	WALES		O
55795	34	163.23	HANNAH		OT

TWELFTH SUBDIVISION
WESTWARD **EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Lakota	Time Table No. 142 Effective October 29, 1967 STATIONS	SIGNS
06359			LAKOTA	OTJYPR
		8.61	SOO LINE CROSSING	U
55812	35	12.40	BROCKET	O
55818	35	18.66	LAWTON	O
55827	59	27.19	EDMORE	O
55840	44	40.05	HAMPDEN	O
		48.53	SOO LINE CROSSING	U
55852	44	52.44	MUNICH	O
55860	34	59.88	CLYDE	O
55866	36	65.83	CALVIN	O
55872	45	72.69	SARLES	OT

TENTH SUBDIVISION
WESTWARD **EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Erie Jct.	Time Table No. 142 Effective October 29, 1967 STATIONS	SIGNS
00716			ERIE JCT.	JPR
56402	27	1.63	ERIE	O
56412	35	12.37	GALESBURG	O
56418	29	17.79	CLIFFORD	O

ELEVENTH SUBDIVISION
WESTWARD **EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Nolan	Time Table No. 142 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS
00724			NOLAN		JP
57002	103	1.57	PAGE	GE	OPY
57009	33	8.69	COLGATE	CG	OP
57015	58	14.96	HOPE	HO	OP
57021	37	21.80	BLABON	BN	OP
57029	54	29.29	FINLEY	FN	OP
57036	36	35.79	SHARON	QN	OP
57043	70	52	ANETA	NE	OP
57048	30	47.88	KLOTEN	KN	OP
57054	48	53.76	McVILLE	VI	OP
57061	38	61.09	PEKIN	K	OP
57067	39	66.85	TOLNA	N	OP
57073	31	73.20	HAMAR	HM	OP
57080	37	79.60	WARWICK	WA	OP
57087	43	86.88	TOKIO	KY	OP
57096	34	96.12	FORT TOTTON	NR	OP
05384	681	101.42	DEVILS LAKE	WS	TBJKFY PRCYZUQ
55912	36	113.52	WEBSTER	RS	O
55924	80	125.43	STARKWEATHER	KT	O
55939	82	141.06	OLMSTEAD	OM	OU
55953	39	154.59	ROCK LAKE	RA	O
55966	48	167.36	HANSBORO	HN	OT

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations.
 Barnesville —Jct. switch.
 Moorhead Jct. —Jct. switch.
 Hillsboro —Both siding switches.
 Gardner —Both siding switches.

30 MPH—On Main lines, when handling following equipment in trains not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 95039 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs on flat cars not equipped with permanent steel side stakes; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations.
 PA Tower —Jct. switches, First Sub-Division.
 Both switches of crossover west of Interlocking station.
 Moorhead Jct. —West switch of siding.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 95039, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.
 Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern Cars 60276 through 60279, 61500 through 61524 and 61000 through 61009 and 65731 and 65734 in passenger trains at passenger train speeds.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines #1 through #195 are not equipped with alignment control couplers, and when in tow in freight or mixed trains, must be handled singly, not in groups, and not less than five cars or more than 15 cars from the road engine. Other Diesel units when in tow dead in trains should not be in groups of more than five units. Such units may be handled next to road engine. Engines #550 through #599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing Diesel engines dead in trains, the following speeds must not be exceeded.

MAXIMUM SPEED

ENGINE NUMBER

50 M.P.H.....	1 through 195.
79 M.P.H.....	320 through 333; 350 through 375; 400 through 417; 500 through 512; 679, 680, 2350, 2500 through 2529; and 3026 through 3040.
65 M.P.H.....	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at reduced speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty must be handled on rear of trains.

4. Brakeman with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

5. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

6. 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.

7. 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.

8. Regarding Rule 2 of the Consolidated Code of Operating Rules. Approved type wrist watches are: Elgin, B. W. Raymond Model, 13/0 size, 23 jewels; Ball Official Standard wrist watch, 1604B, stainless steel, 13/0 Ligne, 21 jewels; Bulova Accutron Railroad Approved Model; Hamilton 505 RR Electric Special; Bulova 23-J.

FIRST SUBDIVISION

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Rice Jct. and P.A. Tower	79 MPH	60 MPH

2. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.

Barnesville, register is for trains originating or terminating.

Fargo—Register is for First Class Trains and Extra Trains handling passengers.

Fargo Jct.—Register is only for freight trains.

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

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). Dakota Division clearance received at St. Cloud will clear westward trains at Rice Jct.

Engineers on incoming First Class Trains at Barnesville must deliver their train orders and clearances that are still in effect to the engineer that relieves them.

Fargo—All trains must obtain Clearance Form A and train orders at passenger station. Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station. Fargo Jct.—Eastward trains from Minot Division may proceed on authority of Clearance Form A under which such train arrives.

P.A. Tower—Trains for which this is the initial station may proceed on the authority of clearance they arrive with.

4. SPEED TEST BOARDS.

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

Westward trains, between MP 88 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 218 between Lawndale and Barnesville.

Westward trains, between MP 88 and MP 84 between Harwood and Argusville.

Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.

5. 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.

At these locations spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H).

6. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Rice Jct.

Barnesville

P. A. Tower

Fargo

Moorhead Jct.

The limits of Fargo interlocking extend from the westward absolute signal at the junction of Surrey and Dakota main tracks east of depot, to the eastward absolute signal just west of 8th St. crossovers. The hand-throw electric locked switches in this area are under control of the Fargo operator.

7. MANUAL INTERLOCKINGS.

N. P. Ry. crossingMoorhead Jct.

Whistle signal for routes:

Moorhead Jct., First Subdivision1 long.

Siding3 long, 1 short.

8. AUTOMATIC INTERLOCKING.

N. P. Ry. crossing0.8 miles west of Sauk Centre

N. P. Ry. crossing0.6 miles east of Fergus Falls

Fergus Falls, when interlocking signal displays Stop-indication, a member of the crew must first operate push button at the 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.

9. Freight trains using the siding at Carlisle, Minnesota, must stop to clear the Township Road Crossing located approximately ¼ mile West of the Carlisle depot. It will be permissible, if necessary, to block the road crossing immediately West of the depot, but in no case will both road crossings be blocked. Do not want any crossings blocked at Fergus Falls.

10. Diesel radiator water and battery jumper cables.

Sauk Centre

Alexandria

Fergus Falls

Barnesville

11. All concerned should be alert to see loads of pulpwood are watched carefully to be sure there is no disarrangement of the load.

12. Fargo—Between 8th St. crossovers and Fargo Jct., unless otherwise instructed, Dakota division trains will use Dakota main track, Minot division trains will use Surrey main track.

Fargo, Trains and locomotives using middle track at Fargo Yard will not exceed a speed of 15 MPH from a point 300 feet on either side, and across Seventh Avenue Crossing, located one half mile east of Fargo Yard Office.

13. Grandin, when switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account not sufficient clearance.

SECOND SUBDIVISION

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Cass Lake and Grand Forks.....		49 MPH
Noyes Jct. and Grand Forks.....	59 MPH	49 MPH
Grand Forks and PA Tower	50 MPH	
PA Tower and Devils Lake.....	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

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

Crookston Freight—N.P. Ry. Crossing.

Bemidji.

Erskine.

P.A. Tower.

Cass Lake, on all tracks over footwalk crossing located just west of mainline switch to roundhouse 8 MPH

Whistle signal must be sounded as prescribed by rule. Crossing must be cut immediately. When this crossing is blocked by coupling up train, trainmen must remain at the crossing to prevent pedestrians from crawling through the cars.

Emerado Air Base spur—When switching, do not exceed 10 MPH from bridge, just east of State Highway No. 2, to end of base. Run carefully on all tracks.

3. TRAIN REGISTER EXCEPTIONS.

Crookston Pgr., register is only for trains 157 and 158.
Crookston Frt., freight trains register by ticket.

Crookston Yard, trains originating and terminating at Crookston will register at Crookston Yard.

Grand Forks, eastward freight trains register by ticket at passenger station.

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

Larimore—Register is only for No. 3 and No. 4 and they will register by ticket.

Tilden Jct. is register station only for trains directed by train order to register there.

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

At Noyes Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7.

Nos. 157 and 158 must obtain Clearance Form A at Grand Forks.

At PA Tower, clearance under which Nos. 3, 7, 147, and 157 arrive will clear Nos. 142, 158, 4, and 8 respectively at that point.

5. PA Tower—Crossover Switch for trains from First to Second Subdivision, and connecting switches First and Second Subdivisions are located as follows:

G.F. Switch0.26 miles West of PA Tower
D.L. Switch1.26 miles West of PA Tower
F.O. Switch1.20 miles East of PA Tower

6. SPRING SWITCHES WITH FACING POINT LOCK.

Grand Forks—Located 119 feet west of 5th St. crossing. Normal position of switch is for westbound freight lead and switch is governed by lunar lights for both the eastbound and westbound movements.

At this location spring switch is identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H).

Grand Forks, East switch at west crossover and west switch at east crossover between depot lead and main track at Passenger Station are lined so that normal position of these switches is lined for movement from depot lead to the main track through the east crossover. "Consolidated Code rules 104 and 104(A) will govern use of these switches."

7. At Grand Forks, North Dakota, between westward signal 107.9, about 1100 feet east of Washington Street Underpass, and eastward signal 108.4, about 1400 feet west of Washington Street underpass, there is no superiority of trains. That portion of Consolidated Code Rule 93 reading, "Within Yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these signal locations, and all train and engine movements must be made at reduced speed. To avoid delays to first class trains, yard engines must call the dispatchers' office by radio before entering the main track between signal 107.9 and 108.4 to find out information relative to the first class trains. Rule 513 must be complied with.

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.

The normal position of the switch at west end of crossover just west of Signal 107.8 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 will use No. 1 track at Grand Forks Passenger Depot.

No. 3 and No. 147 will make back up movement from Grand Forks 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 not exceed 15 MPH.

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

10. Trains handling missiles will not exceed 5 MPH on Air Base Spur Emerado from main track to bridge East of Highway No. 2.

11. SPEED TEST BOARDS.

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

Eastward, between MP 86 and MP 87 approximately 2 miles east of Wilton.

Westward, between MP 87 and MP 86 approximately 3 miles west of Bemidji.

Westward trains, between MP 5 and MP 6 between Powell and Emerado.

Eastward trains, between MP 79 and MP 78 between Keith and Crary.

12. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

PA Tower, and Crookston Yard.

Switches electrically controlled by operator at PA Tower, and Crookston Frt.

Whistle signals for routes, PA Tower:

First Subdivision2 long, 1 short.

Second Subdivision1 long, 1 short.

Fifth Subdivision1 long.

Tower Track3 long, 1 short.

Grand Forks Yard2 short, 1 long.

13. MANUAL INTERLOCKINGS.

ErskineSoo Line crossing

14. AUTOMATIC INTERLOCKINGS.

BemidjiN. P. Ry. crossing
N. P. Ry. Crossing—2.37 miles east of Crookston Freight.

15. Normal position of west switch on west leg of wye, Noyes Jct., on the Seventh Subdivision, is lined for Second Subdivision.

16. Cass Lake, when switching movements are made over Highway 371 crossing just west of depot, engine or cars must not occupy crossing until gates are at stop for highway traffic.

17. Diesel radiator water

Crookston Frt.

Erskine

Fosston

Bagley

Bemidji

Cass Lake

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH AND EIGHTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fergus Falls and Pelican Rapids	20 MPH	20 MPH
Moorhead and M.N. Jct.	35 MPH	35 MPH
P.A. Tower and Neche	40 MPH	40 MPH
Grafton and Walhalla	85 MPH	85 MPH
Barnesville and M. N. Jct.	59 MPH	49 MPH
M. N. Jct. and Noyes Jct.	55 MPH	40 MPH
Noyes Jct. and MP 69 one mile east of Hallock	59 MPH	50 MPH
MP 69 one mile east of Hallock and Noyes	50 MPH	40 MPH
Red Lake Falls Jct. and Warroad	80 MPH	80 MPH

- 2. SPEED RESTRICTIONS.**
SD-7 engines between Grafton and Walhalla 25 MPH
Between Absolute Signals of Interlocking at: 20 MPH
Glyndon, Warroad, P.A. Tower
Wye tracks at Warroad and Thief River Falls 5 MPH
- 3. ENGINE RESTRICTIONS.**
Fifth and Sixth Subdivisions, engines in the series 550 thru 599 must not go in on Koehmstedt Spur Minto, M.R.T.J. Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.
- 4. TRAIN REGISTER EXCEPTIONS.**
Crookston Yard, trains originating and terminating at Crookston will register at Crookston Yard.
Tilden Jct. trains will register only when directed by train order to do so.
- 5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Noyes Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7.
Rule 83(B) does not apply at Tilden Jct.
- 6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Third Subdivision between East Northern Pacific Railway Jct. and Pelican Rapids also on Eighth Subdivision between Thief River Falls and Warroad. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.**
- 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.**
Noyes, crews going from G. N. Yard to C. P. Yard may enter C. P. Yards when proper indication is displayed by the interlocking signals.
- 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 Glyndon.
Eastward trains, between MP 81 and MP 80 between Humboldt and Northcote.
- 9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Barnesville.
- 10. MANUAL INTERLOCKINGS.**
N. P. Ry. crossingGlyndon
- 11. AUTOMATIC INTERLOCKINGS.**
N. P. Ry. crossing1.43 miles west of Noyes Jct.
N. P. Ry. crossing4.51 miles west of Shirley
Soo Line crossingWarren
- 12. SEMI-AUTOMATIC INTERLOCKING.**
C. N. Ry. crossing0.6 miles west 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.
- 13. Normal position of west switch on west leg of wye, Noyes Jct., on the Seventh Subdivision, is lined for Second Subdivision.**
- 14. Greta, within yard limits the main track may be used keeping clear of Canadian Pacific first and second class trains and sections thereof, proceeding at reduced 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.**
- 15. Nash—Cars left on team track should have at least one car length's clearance on Walsh County road No. 7, just east of No. 27 spot. Clearance should be checked from north side of track.**

- 16. Thief River Falls—Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.**
- 17. Glyndon—Siding has now been designated an additional interchange track with the Northern Pacific. This track holds 56 cars. Yard limits Glyndon extend from one mile east of the east wye switch to one mile west of the west side track switch. Yard limit signs are placed.**

NINTH, TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Vance and Larimore	30 MPH
Hannah Jct. and Hannah	30 MPH
Erie Jct. and Clifford	20 MPH
Nolan and Devils Lake	35 MPH
Devils Lake and Hansboro	30 MPH
Sarles Jct. and Sarles	35 MPH

2. ENGINE RESTRICTIONS.

Eleventh Subdivision—Engines series 550 to 599 restricted to	20 MPH
Ninth Subdivision—Engines series 550 to 599 restricted to	25 MPH

- 3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Ninth Subdivision between Vance and Larimore, Tenth Subdivision between Erie Jct. and Clifford, Eleventh Subdivision between Nolan and Hansboro, Twelfth Subdivision between Sarles Jct. and Sarles. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.**

4. AUTOMATIC INTERLOCKING.

Conway	6.55 miles west of Inkster.
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SPEED TABLE

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
	46	78.8	1	18	46.2
	47	78.6	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	—	8.5
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Seventh Subdivision			
09069	Waldorf Paper Co. Spur	16	West	09251	American Oil Co. Spur	13	West
09072	Colleeville	6	West	09257	Hadler	31	Both
09094	Kraft Foods	12	East	09262	Lockhart	12	East
09173	Occidental Agricultural Chem. Corporation	6	West	09275	Greenview	23	Both
09172	Pyrofax Spur	9	East	09293	Shirley	12	East
09177	Great Plains Natural Gas Co. Spur	8	West	09289	Agricultural Exp. Spur	33	East
53705	Butenhoff and Hanson Potato Warehouse	18	East	09314	Roan	12	East
53706	Chester Possehl Potato Whse. Spur	8	East	09319	Earl Swanson Spur	17	West
53717	Agco Inc. Spur	9	East	09318	Beet track	87	Both
53720	Fargo-Moorhead Asphalt Co.	7	West	09321	Luna	10	East
10078	Kelso	32	Both	09325	American Sugar Beet Track	53	Both
10080	Alton	25	Both	09350	S. P. Lipoma Potato Whse. Spur	41	East
10088	Taft	26	East	09357	George Weleski Spur	7	East
10115	Merrifield	39	Both	09364	Hill Siding	16	Both
10118	Flaat	13	Both	09376	St. Vincent	75	East
10120	Prairie Sub Station	10	East	Eighth Subdivision			
Second Subdivision				55227	Northwest Pellet Ass'n Spur	10	East
05167	Farris	15	Both	55243	Holt	34	Both
05179	Airport Spur	18	West	55261	Strathcona	23	Both
05243	Solar Gas	66	Both	55288	Fox	16	Both
05250	Dugdale	12	West	55303	Salol	14	Both
05216	Lenby	31	Both	55312	Lyell Spur	12	West
05259	Benoit Pit	157	West	55316	Ralston Purina Co. Spur	6	West
05262	Burwell	17	West	Ninth Subdivision			
05288	Mallory	18	East	56317	Greenfield	30	Both
05301	Powell	17	Both	56319	Preston	23	Both
05311	Emerado Air Base Spur	125	East	56328	Murray	23	West
05353	Mapes	43	Both	56344	Olaf Bye & Sons Spur	8	East
05363	Bartlett	37	Both	56332	Occidental Agri. Chemicals Spur	9	West
05378	Keith	21	Both	55703	Edison	9	East
Third Subdivision				55713	Orr	28	Both
53616	Erhard	24	Both	55723	Conway	26	Both
53612	Elizabeth	2	West	55740	Kerry	136	East
Fourth Subdivision				55750	Union	34	Both
56002	Bingham	626	Both	55768	Easby	30	Both
56026	Beet track	54	Both	Eleventh Subdivision			
56036	Girard	15	Both	57024	Pickert	23	Both
56064	Wilds	730	East	55907	Sweetwater	24	Both
Fifth Subdivision				55917	Garske	21	Both
55535	Herriott	39	Both	55929	St. Joe	14	Both
55554	Tobiason Gillishammer	10	East	55946	Crocus	27	Both
55577	American Crystal Sugar	53	Both	Twelfth Subdivision			
Sixth Subdivision				55834	Derrick	27	Both
55614	Hoople Potato Products Inc. Spur	16	East	55845	Weaver	17	Both
55630	Red River Fertilizer & Valley Bean Ass'n Spur	14	West				
55636	Backoo	34	Both				
55642	Leyden	34	Both				
55646	Johnson Potato Co. Spur	13	East				

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