

### 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. William F. McCullough .....	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. 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. Gaspel .....	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. Harold Tarpley .....	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. A. B. Lund .....	Leeds, N. D.
Dr. J. M. Muus .....	McVile, N. D.
Dr. R. C. Little .....	Mayville, N. D.
*Dr. L. H. Kermott .....	Minot, N. D.
Dr. A. H. Zachman .....	Melrose, Minn.
Dr. E. W. Humphrey .....	Moorhead, Minn.
Dr. Henry A. Korda .....	Pelican Rapids, Minn.
Dr. Jon V. Eylands .....	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. 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, Asst. Superintendent  
 W. L. Dorcy, Trainmaster.  
 R. L. Aase, Trainmaster.  
 D. H. Burn, Ass't. Trainmaster.

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# GREAT NORTHERN RAILWAY COMPANY

## DAKOTA DIVISION

# TIME TABLE 121

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, September 24, 1961

P. F. CRUIKSHANK, Superintendent.  
 R. N. WHITMAN, General Manager.  
 A. W. CAMPBELL,  
 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. 121 Effective September 24, 1961 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS		
	Sidings	Other Tracks	7	11	3					8	12	4
			Daily	Daily	Daily					Daily	Daily	Daily

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

Station	Car Capacity	7	11	3	Distance from Rice Jct.	STATIONS	Telegraph Calls	SIGNS	8	12	4
82	53	L 10.57Pm	L 7.12Pm	L 9.55Am	6.17	RICE JCT.	UPX	A	5.32Am	A 11.20Am	A 6.34Pm
90	136 24	11.03	7.20	10.00	14.34	ST. JOSEPH	JO	DP	5.22	11.10	6.27
96	53	11.12	7.28	10.07		AVON	VN	DP	5.11	11.02	6.19
102	125 45	11.18	7.34	10.12	20.38	ALBANY	BY	DP	5.04	10.56	6.13
108	81 82	11.23	7.40	10.17	26.66	FREEPORT	FR	DP	4.56	10.50	6.07
117	85 119	11.28	7.46	10.22	32.62	MELROSE	SU	DP	4.49	10.44	6.01
		s 11.45	s 7.55	s 10.32	40.92	SAUK CENTRE	AU	BDNRPX	s 4.39	s 10.32	s 5.53
					41.06	PARK RAPIDS JCT.	JPX				
124	129 27	11.54	8.05	10.40	48.70	WEST UNION	WU	DP	4.25	10.20	5.41
130	69 80	11.59	8.10	10.45	54.50	OSAKIS	KS	DP	4.20	10.14	5.35
136	123 31	12.04Am	8.17	10.50	60.17	NELSON	N	DP	4.15	10.07	5.29
141	83 135	s 12.10	s 8.24	s 10.55	65.77	ALEXANDRIA	RA	DNP	s 4.06	s 9.59	s 5.20
148	128 23	12.25	8.36	11.06	72.33	GARFIELD	G	DP	3.50	9.49	5.09
184	69 42	12.30	8.41	11.11	78.08	BRANDON	BN	DP	3.45	9.44	5.03
189	114 41	12.35	8.46	11.16	83.21	EVANSVILLE	NS	DP	3.40	9.39	4.58
168	110 29	12.44	8.56	11.24	92.12	ASHBY	B	DP	3.31	9.31	4.50
176	69 32	12.51	9.04	11.31	99.82	DALTON	DO	DP	3.23	9.24	4.42
					110.33	PELICAN JCT.	UP				
187	62 243	s 1.03	s 9.16	s 11.43	110.93	FERGUS FALLS	GS	PDNX	s 3.09	s 9.11	s 4.29
195	125 26	1.20	9.28	11.55	119.21	CARLISLE	CA	DP	2.53	8.59	4.17
204	125 31	1.27	9.36	12.02Pm	127.82	ROTHSAY	RT	DP	2.45	8.52	4.09
210	22	1.33	9.42	12.08	134.60	LAWDALE	WN	DP	2.39	8.45	4.02
217	132 414	s 1.44	s 9.52	s 12.17	141.81	BARNESVILLE	D	BDNR XYP	s 2.30	s 8.37	s 3.53
		1.46	9.54	12.19	142.85	BARNESVILLE JCT.	UPX		2.21	8.33	3.49
226	33	1.54	f 10.02	12.26	149.80	BAKER	BK	DP	2.14	f 8.25	3.42
232	125 32	2.02	f 10.10	12.34	156.36	SABIN	SB	DP	2.02	f 8.16	3.34
		A 2.11Am	A 10.20Pm	A 12.44Pm	164.34	MOORHEAD JCT.	MJ	DNURXP	L 1.50Am	L 8.06Am	L 3.25Pm
		3.14 50.8	3.08 52.4	2.49 58.3		Time Over Subdivision Average Speed Per Hour			3.42 44.4	3.14 50.8	3.09 52.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 18 THROUGH 15.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS						Distance from Wapeton Jct.	Time Table No. 121 Effective September 24, 1961 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS					
	Sidings	Other Tracks	11	27	3	7	9	31					32	12	28	4	8	14
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily					Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.

TRAINS BETWEEN BRECKENRIDGE AND WAHPETON JCT. ARE GOVERNED BY MINOT DIVISION TIME TABLE.

			L 1.53Pm		L 2.40Am	L 2.21Am					WAHPETON JCT.		PJX	A 2.01Am		A 1.19Am			A 5.44Pm					
P14	90	43	.....	2.05	.....	.....	.....	.....	2.50	2.32	12.39									.....	5.33			
P23	89	49	.....	2.14	.....	.....	.....	.....	2.57	2.40	21.40									.....	5.25			
P29	.....	78	.....	2.20	.....	.....	.....	.....	3.03	2.46	28.21									.....	5.19			
P35	.....	36	.....	2.25	.....	.....	.....	.....	3.08	2.51	33.39									.....	5.14			
.....	147	144	L 10.20Pm	2.36	L 2.44Pm	L 2.11Am			3.19	3.00	42.91									A 8.06Am	10.40	A 3.25Pm	A 1.50Am	5.05
241	55	263	s 10.23	s 2.38	s 2.46	s 2.13	f 3.23	3.02	43.77															
242	Yard	1800	A 10.26Pm	A 2.40	A 2.50	A 2.16	A 3.30Am	A 3.05	44.82															
242	.....	.....	A 2.58Pm	12.57	2.28		A 3.18Am	45.84																
250	125	40		1.03	2.35			53.30																
256	50	34		1.08	2.42			58.89																
263	108	50		1.14	2.49			65.73																
269	125	79		1.19	2.55			72.02																
275	.....	32		1.24	3.00			78.12																
281	214	162		s 1.30	f 3.07			83.84																
289	78	36		1.37	3.14			91.69																
295	125	49		1.42	3.20			97.74																
300	77	58		1.46	3.24			102.64																
307	110	77		1.52	3.30			109.81																
317	.....	.....		A 2.01Pm	A 3.42Am			120.54																
			.06	1.05	1.17	1.31	.50	.57																
			19.1	42.3	60.1	51.2	53.7	48.2																

CONDITIONAL STOPS

No. 3 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.

Westward trains are superior to eastward trains of the same class except No. 32 and No. 28 are superior to No. 31 and No. 27 from Fargo Jct. to home signal limits of interlocking just west of 8th St. crossover Fargo.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

Station Numbers	Car Capacity		FIRST CLASS				Distance from Grand Forks	Time Table No. 121 Effective September 24, 1961 STATIONS	Telegraph Cells	SIGNS	FIRST CLASS				SECOND CLASS	
	Stairs	Other Tracks	323								(7) 158	4	(3) 142	324	Daily Ex. Sun.	
			Daily	Daily	Daily	Daily										Daily
320	Yard	3620	L 9.20Am		L 2.08Am	L 2.15Pm	L 1.45Pm	2.58	GF	BDNKVP ORXZ	A 3.47Am	A 1.33Pm	A 2.05Pm		A 7.10Pm	
317			A 9.30Am		A 12.13Am	2.29	A 1.59Pm	2.58	PA	PRDNIJXY	L 3.42Am	1.28	L 1.47Pm		L 7.00Pm	
335	79	40				2.44		15.70	DO	DP		1.14				
341		32				2.51		21.73	RF	DP		1.07				
347	171	243				s 2.59		27.76	KI	BDNJK PRXY		s 1.00				
								30.01		JPX						
361	100	36				3.15		41.66	NA	DP		12.44				
367	71	27				3.20		47.96	BE	DP		12.38				
373	100	32				f 3.27		53.72	HI	DP		f 12.32				
378	72	37				3.33		58.41	MA	DP		12.26				
383	71	200				s 3.41		64.12	B	DNPRX		s 12.20				
								64.44		JXYP						
387	70	16				3.46		68.19	BA	DP		12.11				
393	72	29				3.51		73.09	DY	DP		12.06				
397	74	34				3.56		77.90	CY	DP		12.01Pm				
403	70	21				4.02		83.51		P		11.55				
408	Yard	681				A 4.09		88.72	WS	BDNJKOV PRXY	L 11.47	A 11.42				
415	73	16				L 4.16		95.82		P		11.35				
421	76	33				4.25		101.70	PN	DP		11.30				
427	129	128				4.30		107.67	FY	DJPRXY		f 11.25				
434		20				4.41		114.89		P		11.19				
438	70	29				f 4.47		119.09	JD	DP		f 11.14				
445	81	48				4.55		125.41	XN	DJPRXY		11.06				
451	56	34				5.01		131.40	OX	DP		11.00				
456	70	37				5.07		136.93	A	DP		10.54				
465	124	307				s 5.21		145.96	RU	BDNJK OPRXY		s 10.40				
471	70	18				5.27		151.18		P		10.32				
477	71	29				5.33		157.47	BK	DP		10.25				
484	72	119				s 5.42		164.94	OW	DJPRXY		s 10.17				
492	70	17				5.51		173.65		P		10.07				
504	70	140				6.05		185.80	J	DJPRXY		9.54				
512	71	28				6.15		192.66	CH	DP		9.47				
519		36				A 6.25Pm		199.89	SR	PDUJ		L 9.39Am				
			.10 15.5		.05 31.0	4.10 48.0	.14 11.1					.05 31.0	3.54 51.3	.04 38.7		.10 15.5
Time Over Subdivision Average Speed Per Hour																

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

WESTWARD

FOURTH SUBDIVISION

EASTWARD 5

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Barnesville Jct.	Time Table No. 121 Effective September 24, 1961	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	405	7	8	Daily							
A225	92						6.76	BARNESVILLE JCT.		LJPX			
A235	41	31					6.76	DOWNER	DO	DP			
A242	38						16.43	GLYNDON	ND	DNPV			
A250	38						23.11	AVERILL	A	DP			
A255	43						30.95	FELTON	FN	DP			
A265	48	167					38.05	BORUP	BO	DP			
A275	37						46.28	ADA	J	DP			
A282	52						56.13	LOCKHART	K	DP			
A298	Yard	359					63.30	BELTRAMI	DA	DP			
A299							78.53	M. N. JCT.		JX			
							79.04	CROOKSTON YARD		VBOPXY			
							79.19	CROOKSTON JCT.		LJPX			
							80.32	GRAND FORKS JCT.		JX			
							80.49	CROOKSTON	C	BDNK OPRXZ			
							82.06	FISHER LINE JCT.		JXY		11.11pm	
							82.12	NOYES JCT.		JPYX		11.10	
A313	34		4.35		f 4.50		94.37	EUCLID	CD	DP		f 10.55	
A321	50		5.10		f 5.00		102.51	ANGUS	GU	DP		f 10.45	
A329	50	90	5.30		s 5.17		110.99	WARREN	W	DNPV		s 10.34	
A339	58		6.05		s 5.31		120.80	ARGYLE	AG	DP		s 10.21	
A348	166		6.35		s 5.46		129.25	STEPHEN	NE	DNP		s 10.10	
A356	43		7.05		f 5.59		137.78	DONALDSON	AN	DP		f 9.56	
A361	51		7.30		s 6.09		142.59	KENNEDY	KY	DP		s 9.49	
A370	56	49	8.10		s 6.25		151.86	HALLOCK	KA	DP		s 9.37	
A376	40		8.30		6.35		157.41	NORTHCOTE	NC	DP		9.26	
A383	34		8.50		f 6.45		164.07	HUMBOLDT	HU	DP		f 9.17	
A390	24		9.10		6.55		170.25	ST. VINCENT	SY	DPX BDNJK OPRXV		9.09	
A391	Yard	78	9.25Am		A 7.00Am		172.12	NOYES	NY			L 9.05pm	
			5.25		2.25			Time Over Subdivision				2.06	
			16.9		37.3			Average Speed Per Hour				42.8	

WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Grand Forks	Time Table No. 121 Effective September 24, 1961	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	(8) 157	(7) 158						Daily	
M2		62					FISHER LINE JCT.	23.58	JXY		A 4.35Am
M10	111	51					NORTH CROOKSTON	23.48	PR		s 4.34
M24	Yard	694					FISHER	PH 14.36	DP		4.19
320	Yard	3620					EAST GRAND FORKS	EA 0.79	DPX BDNKV ORWXZP		4.04
							GRAND FORKS	GF			L 4.00Am
											.35
											40.4
								Time Over Subdivision			
								Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class on the Fourth and Fifth Subdivisions.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

### 6 WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Fergus Falls	Time Table No. 121 Effective September 24, 1961		Telegraph Calls	SIGNS
	Other Tracks			STATIONS			
187					FERGUS FALLS ★	GS	DNPXY
<b>TRAINS BETWEEN PELICAN JCT. AND FERGUS FALLS ARE GOVERNED BY FIRST SUBDIVISION SCHEDULES.</b>							
			0.60		PELICAN JCT.		
			0.73		WEST N. P. RY. JCT.	IJ	
<b>TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. ARE GOVERNED BY NORTHERN PACIFIC TIME TABLE.</b>							
			0.94		EAST N. P. RY. JCT.		
L-16	25		16.36		ERHARD	RH	D
L-21	59		22.35		PELICAN RAPIDS	P	D

### WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Erie Jct.	Time Table No. 121 Effective September 24, 1961		Telegraph Calls	SIGNS
	Other Tracks			STATIONS			
S15					ERIE JCT.		JPR
S20	27		1.63		ERIE		D
S31	35		12.37		GALESBURG		D
S36	29		17.79		CLIFFORD		D

### WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Nolan	Time Table No. 121 Effective September 24, 1961		Telegraph Calls	SIGNS	SECOND CLASS	
	Slidings	Other Tracks		STATIONS				311	312
								Daily Ex. Sunday	Daily Ex. Sunday
FS41			L 5.15Pm		NOLAN ★	W	DNIJPR	A	4.08Pm
T16	84		s 5.35	1.53	PAGE	GE	DPX	s	4.03
T23	34		s 5.55	8.65	COLGATE	CG	DP	s	3.40
T29	60		s 6.20	14.92	HOPE	HO	DP	s	3.20
T36	37		s 6.35	21.26	BLABON	BN	DP	s	2.55
T44	45		s 7.15	29.25	FINLEY	FN	DP	s	2.30
T50	38		s 7.35	35.75	SHARON	QN	DP	s	2.00
T57	47	57	s 8.00	42.81	ANETA	NE	DP	s	1.40
T62	30		s 8.15	47.79	KLOTEN	KN	DP	s	1.25
T68	45		s 8.40	53.72	McVILLE	VI	DP	s	1.10
T75	39		s 9.00	61.05	PEKIN	K	DP	s	1.245
T81	40		s 9.20	66.81	TOLNA	N	DP	s	1.225Pm
T88	31		s 9.40	73.17	HAMAR	HM	DP	s	1.56
T94	51		s 10.00	79.56	WARWICK	WA	DP	s	1.43
T101	44		s 10.20	86.84	TOKIO	KY	DP	s	1.28
T110	34		s 10.45	96.08	FORT TOTTEN	NR	DP	s	1.10
408	681		A 11.00Pm	101.38	DEVILS LAKE ★ Soo Line Crossing	WS	BDNJKOP RVXYZU	L	11.00Am
FG12	69			113.48	WEBSTER	RS	D		
FG24	84			125.39	STARKWEATHER	KT	D		
FG40	32			141.02	OLMSTEAD Soo Line Crossing	OM	DU		
FG53	39			154.55	ROCK LAKE	RA	D		
FG66	48			167.32	HANSBORO	HN	DY		
			5.45 17.6		Time Over Subdivision Average Speed Per Hour				5.08 19.7

### WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Moorhead	Time Table No. 121 Effective Sept. 24, 1961		Telegraph Calls	SIGNS
	Other Tracks			STATIONS			
241	111				MOORHEAD	MH	DNJPKR
P 54	30		8.56		KRAGNES	GS	D
P 61	70		15.39		GEORGETOWN	WN	D
P 68	29		22.03		PERLEY	PY	D
P 74	54		28.02		HENDRUM	RH	D
P 80	125		34.14		HALSTAD	SD	D
P 87	43		41.68		SHELLY	S	D
P 92	104		46.45		NIELSVILLE	NS	D
P 97	44		52.00		CLIMAX	CX	D
P 103	53		57.90		ELDBED	RD	D
			66.49		M N. JCT.		JXP

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

**WESTWARD**

**TENTH SUBDIVISION**

**EASTWARD 7**

Station Numbers	Car Capacity		SECOND CLASS		Distance from Vance	Time Table No. 121 Effective September 24, 1961	STATIONS	Telegraph Code	SIGNS	SECOND CLASS	
	Sidings	Other Tracts	341	641						642	342
			Daily Ex. Sunday	Mon., Wed. & Fri.						Tues., Thurs. & Sat.	Daily Ex. Sunday
FS23			L 8.05Am			VANCE		JPYR		A 5.40Pm	
R70	46		s 8.25		4.95	4.95 ARTHUR	AU	DP		s 5.25	
R76	34		s 8.45		10.98	6.03 HUNTER	UN	DP		s 5.05	
R87	42		s 9.15		21.66	10.68 BLANCHARD	CD	DP		s 4.29	
R99	184		s 10.35		33.58	11.92 MAYVILLE	MV	DP		s 3.50	
R103	19		As 10.50		38.52	4.94 PORTLAND JCT.		JPY		3.05	
S47	64				42.77	4.25 PORTLAND	RA	DP			
R103	19		L 11.20			4.55 PORTLAND JCT.		JPY			
R110	171		s 11.50		45.02	6.50 HATTON	HT	DP		s 2.50	
R118	168		s 12.25Pm		53.51	8.49 NORTHWOOD	ND	DP		s 2.15	
R125	44		s 12.45		59.78	6.27 KEMPTON	MT	DP		s 1.45	
347	243		A 1.00Pm		66.09	6.31 LARIMORE ★	KI	BDNJKPRXY		L 1.30Pm	

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

			L 8.15Am		68.34	2.25 HANNAH JCT.		JPX		A 1.45Pm
R-139	29		8.35		74.29	5.95 McCANNA	MC	D		1.25
R-146	29		8.55		80.86	6.57 ORR	OR	D		1.05
R-150	50		9.15		85.09	4.23 INKSTER	NS	D		12.45
R-161	44		9.55		96.62	11.53 PISEK	P	D		12.05Pm
R-168	50	184	10.30		102.78	6.16 PARK RIVER	K	DY		11.45
R-177	98		11.10		112.08	9.30 EDINBURG	BU	D		10.01
R-183	30	30	11.30		118.36	6.28 UNION	U	D		9.35
R-189	41		11.50		124.65	6.29 MILTON	MN	D		9.15
R-195	54		12.10Pm		130.43	5.78 OSNABROCK	NB	D		8.59
R-207	37	89	1.05		142.14	11.71 LANGDON	DN	D		8.25
R-214	35		1.25		149.17	7.03 DRESDEN	RS	D		7.45
R-221	42		1.45		156.52	7.35 WALES	W	D		7.25
R-228	26		A 2.00Pm		163.23	6.71 HANNAH	HN	BDRY		L 7.00Am
			4.55 13.4	5.45 16.5		Time Over Subdivision Average Speed Per Hour				6.45 14.1
										4.10 15.9

**Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.**

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## ELEVENTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from PA Tower	Time Table No. 121 Effective September 24, 1961	SIGNALS	SECOND CLASS		Telegraph Calls	SIGNALS
	Sidings	Other Tracks	307	323				308	324		
			Daily Ex. Sun.	Daily Ex. Sun.							
317			L 9.30Am			PA	RDNIJYPU		A 7.00Pm		
O-12	83		s 10.03	1.49	12.01		P				
O-24	79	44	s 10.34		24.07	MV	DP		s 6.40		
O-30	114		s 10.50		30.21	HN	DPVU		s 6.15		
O-39	87	194	L 11.50Am		39.09	MT	DP		s 5.55		
	73		A 11.05Am		39.83		U				
O-46	88		s 12.10Pm		45.58	FN	BDPRXV	A 3.50Pm	L 5.30Pm		
O-53	163		s 12.30		53.22		JPXY	3.45			
O-59	36		s 12.45		59.28	AU	DP	s 3.30			
O-66	67		s 1.00		66.23	MS	DP	s 3.15			
O-71	51		s 1.15		71.36	NA	DP	s 2.55			
O-79	Yard	206	s 1.35		79.18	H	DP	s 2.40			
			A 1.40Pm		80.96	VD	DP	s 2.25			
						CH	BDPRWX	s 2.10			
						N	DJPRYV	L 1.50Pm			
			1.50 22.9	1.35 24.7				2.00 20.9	1.30 26.6		

## TWELFTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Grafton	Time Table No. 121 Effective September 24, 1961	SIGNALS	SECOND CLASS		Telegraph Calls	SIGNALS
	Sidings	Other Tracks	323					324			
			Daily Ex. Sun.	Daily Ex. Sun.					Daily Ex. Sun.		
O-39	87	184	L 11.30Am		0.74	FN	BDPRXV	A 5.10Pm			
	73		11.34		6.47		JPXY	5.05			
OA-7	197		s 11.55		13.66	NA	D	s 4.50			
OA-14	66	134	s 12.25Pm		18.30	HO	D	s 4.30			
OA-18	153		s 12.45		24.59	CT	D	s 4.05			
OA-24	45		s 1.05		32.21	CA	D	s 3.45			
OA-32	165		s 1.25		37.18	CV	D	s 3.25			
OA-37	35		s 1.40		48.33	BO	D	s 3.05			
OA-48	Yard	190	A 2.00Pm			WA	BDORXY	L 2.45Pm			
			2.30 19.3					2.25 20.0			

Westward trains are superior to eastward trains of the same class on the Eleventh, Twelfth, Thirteenth and Fourteenth Subdivisions.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

## THIRTEENTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		Distance from Letota	Time Table No. 121 Effective September 24, 1961	Telegraph Calls	SIGNALS
	Capacity of Tracts	Other Tracts				
			0.32	..... SARLES JCT.....	.....	JXYP
			8.61	8.29 ..... 500 LINE CROSSING.....	.....	U
VA-12	35		12.40	3.79 ..... BROCKET.....	KO	D
VA-18	35		18.66	6.26 ..... LAWTON.....	ON	D
VA-27	42		27.19	8.53 ..... EDMORE.....	RD	D
VA-34	26		33.89	6.70 ..... DERRICK.....	RC	D
VA-40	44		40.05	6.16 ..... HAMPDEN.....	DN	D
			48.53	8.48 ..... 500 LINE CROSSING.....	.....	U
VA-53	44		52.44	3.91 ..... MUNICH.....	MN	D
VA-60	34		59.88	7.44 ..... CLYDE.....	CD	D
VA-66	36		65.83	5.95 ..... CALVIN.....	VN	D
VA-73	45		72.69	6.86 ..... SARLES.....	SA	DY

## FOURTEENTH SUBDIVISION

WESTWARD

EASTWARD

Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 121 Effective September 24, 1961	Telegraph Calls	SIGNALS
	Sidings	Other Tracts				
427	129	128	.....	..... CHURCH'S FERRY★	FY	DJPRXY
X7	25		7.37	7.37 ..... MAZA.....	Z	D
X15	57	98	15.38	8.01 ..... CANDO.....	CN	D
X28	35		27.84	12.46 ..... 500 LINE CROSSING.....	BS	DVU
X35	35		35.16	7.32 ..... PERTH.....	RH	D
X48	41		47.41	12.25 ..... ROLLA.....	RO	D
X55	40		54.82	7.41 ..... ST. JOHN.....	SJ	DY



**FIFTEENTH SUBDIVISION**  
**WESTWARD EASTWARD**

Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 121 Effective Sept. 24, 1961	STATIONS	Telegraph Calls	SIGNS
445	129	.....	.....	.....YORK.....	XN	DJPRXY
XB14	35	14.33	14.33	.....WOLFORD.....	WF	D
XB21	9	20.92	6.59	.....NANSON.....	SN	D
XB28	45	27.34	6.42	.....ROLETTE.....	MC	DU
XB34	36	34.19	6.85	.....THORNE.....	AN	D
XB42	89	41.94	7.75	.....DUNSEITH.....	DN	DY

**SEVENTEENTH SUBDIVISION**  
**WESTWARD EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 121 Effective Sept. 24, 1961	STATIONS	Telegraph Calls	SIGNS
484	191	.....	.....	.....TOWNER.....★	OW	DJKPRXY
XD14	28	14.16	14.16	.....BANTRY.....	BA	D
XD22	35	22.14	7.98	.....UPHAM.....	AU	D
.....	.....	30.86	8.72	.....SOO LINE CROSS'G.....	.....	U
XD35	45	34.82	3.96	.....NEUBURG.....	BR	D
XD46	61	45.46	10.64	.....MAXBASS.....	MX	DY

**EIGHTEENTH SUBDIVISION**  
**WESTWARD EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 121 Effective Sept. 24, 1961	STATIONS	Telegraph Calls	SIGNS
504	210	.....	.....	.....GRANVILLE.....	J	DJPRXY
XA13	38	13.00	13.00	.....DEERING.....	DR	D
XA25	36	24.47	11.47	.....GLENBURN.....	GX	D
XA35	47	35.27	10.80	.....LANSFORD.....	S	DVU
XA46	68	46.36	11.09	.....MOHALL.....	MO	D
XA52	13	54.01	7.65	.....LORAIN.....	RI	D
XA61	79	61.22	7.21	.....SHERWOOD.....	WD	DY

**SIXTEENTH SUBDIVISION** 9  
**WESTWARD EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 121 Effective Sept. 24, 1961	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
							347
			Daily except Sun.				
465	307	L 6.00Am	.....	.....RUGBY.....★	RU	BDNJKP ORXY	A 4.45Pm
V13	36	s 6.30	12.76	.....BARTON.....	BN	D	s 4.10
V21	36	s 6.55	21.21	.....WILLOW CITY.....	WC	D	s 3.45
V30	11	s 7.15	28.58	.....OMEMEE.....	.....	VU	s 3.20
V38	119	A 7.35	38.10	.....BOTTINEAU.....	BO	D	L 3.00
V45	29	L 8.45	44.76	.....CARBURY.....	CB	D	A 2.19
V51	46	s 9.05	51.10	.....SOURIS.....	SU	D	s 2.05
V56	22	s 9.30	56.63	.....ROTH.....	HO	D	s 1.45
V62	27	s 10.10	61.72	.....LANDA.....	NA	D	s 1.25
V67	97	s 10.40	67.53	.....WESTHOPE.....	WS	D	s 1.05
V80	46	A 11.10Am	80.24	.....ANTLER.....	AR	BDRY	L 11.35Am

**NINETEENTH SUBDIVISION**  
**WESTWARD EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Crookston Yard	Time Table No. 121 Effective Sept. 24, 1961	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS
							553
			Tues., Thurs. and Sat.				
N114	138	L 7.00Am	.....	.....WARROAD.....	WD	BDRXYV	A 3.15Pm
N101	15	s 7.26	12.29	.....SALOL.....	SA	D	s 2.49
N 92	98	s 7.55	9.10	.....ROSEAU.....	RU	D	s 2.30
N 79	51	s 8.12	13.00	.....BADGER.....	BA	D	s 1.55
N 70	65	s 8.32	9.48	.....GREENBUSH.....	GB	D	s 1.25
N 51	46	s 9.22	18.67	.....MIDDLE RIVER.....	MD	D	s 12.30Pm
.....	9	.....	19.20	.....SOO LINE CROSSING.....	.....	UX	.....
N 31	119	s 10.35	3.11	.....THIEF RIVER FALLS.....	VR	DXVY	s 11.05
N 23	20	s 11.05	7.20	.....ST. HILAIRE.....	JO	D	s 10.15
N 13	83	s 11.30	10.25	.....RED LAKE FALLS.....	FA	D	s 9.45
.....	.....	11.45	2.10	.....RED LAKE FALLS JCT.....	.....	JR	9.30

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

Y 17	.....	12.10pm	10.90	.....TILDEN JCT.....	.....	JPRV	9.05
Y 12	99	12.25	4.64	.....BENOIT.....	.....	P	8.50
A298	359	A 1.00pm	12.45	.....CROOKSTON YARD.....	.....	BOPXY	L 8.15Am
		6.00	Time Over Subdivision				7.00
		22.0	Average Speed Per Hour				18.9

Westward trains are superior to eastward trains of the same class on the Fifteenth, Sixteenth, Seventeenth, Eighteenth and Nineteenth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 10 THROUGH 15.

## 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. —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 94250 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; 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, Second 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 94250, 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 in passenger trains at passenger train speeds.

## 2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following road switchers are equipped with alignment control couplers: 200 through 218; 220 through 230; 550 through 599 (lock blocks); 600 through 699; 700 through 734; 900 through 915; 2000 through 2035.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH.....	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH.....	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 or passenger car. 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 restricted 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.

4. 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.

5. 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.

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.

6. 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.

7. Placarded loaded tank cars handled in through freight or mixed trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Flammable", "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, Flammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 727 and 811.

8. 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.
9. 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.
10. Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved Type wrist watches are: Elgin, B.W. Raymond model, 13/0 size, 23 jewels.
11. **REGARDING CONSOLIDATED CODE RULE 103.**  
In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection.

## 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.

Osakis, No. 7, out St. Paul Sunday night, passing depot .....	30 MPH
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### 3. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.

Barnesville, Register is for trains originating or terminating.  
Sauk Centre, Register is only for Third Subdivision Mesabi Division trains.

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

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

(b) Engineers on incoming First Class Trains and Psgr. Extra's at Barnesville must deliver their train orders and clearances that are still in effect to the engineer that relieves them.

(c) Fargo-Fargo Jct., First class trains and passenger extras will obtain their Clearance Form A at Fargo Passenger Station, other trains at yard office when the operator at yard office is on duty. When there is no operator on duty at yard office Clearance Form A will be obtained at passenger station.

Clearance Form A received at Fargo or Fargo Jct. will clear Eastward First Subdivision trains at Moorhead Jct. under Rule 83 (B).

### 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. MANUAL INTERLOCKINGS.

Moorhead Jct.

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

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

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

### 8. 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.

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 and boiler water stations.  
Sauk Centre  
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.

## 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—Register is for First and Second class trains, mixed trains and Passenger extras.

Fargo Jct.—Register is only for freight trains.

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.

**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) Fargo—First and Second class trains, mixed trains, and passenger extras must obtain Clearance Form A at passenger station. Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station, which will clear such trains at Fargo Jct. under Rule 83 (B). Fargo Jct.—Eastward trains from Minot Division may proceed on authority of Clearance Form A under which such train arrives. Freight trains for which this point is the initial station will obtain their Clearance Form A at yard office when the operator is on duty, during the time there is no operator on duty Clearance Form A will be obtained at passenger station Fargo.

(d) 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.

(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 Third Subdivision, and connecting switches Second and Third 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.**

P. A. Tower

Fargo

Moorhead Jct.

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

**10. 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.****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. 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.

At Hillsboro—movements on industry and house tracks over Fifth Street crossing will be protected by train crews.

**14. Diesel radiator and boiler water stations.**

Fargo

**THIRD 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  
Larimore, Engines must not exceed 5 MPH over Tower Avenue crossing when moving on siding.

**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.

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

(a) 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.

(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.

(e) Clearances received by first class trains, passenger extras and mixed trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

**5. PA Tower—Crossover Switch for trains from Second to Third Subdivision, and connecting switches Second and Third 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 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 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 Emerado.  
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.  
Third 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 Gavin Yard.
10. **AUTOMATIC INTERLOCKINGS.**  
MStP&SSM RR. Crossing.....2.9 mi. east of Grand Harbor.
11. Diesel radiator and boiler water stations.  
Grand Forks  
Devils Lake  
Rugby
6. 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.
7. **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.
8. **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.
9. **MANUAL INTERLOCKINGS.**  
N. P. Ry. crossing .....Glyndon
10. **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
11. Stephen—All switch movements over 5th Street Crossing just east of depot 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.
12. No. 8 pick up cream at Stephen Sunday night.
13. Diesel radiator and boiler water stations.  
Crookston  
Hallock
14. West switch on west leg of wye, Noyes Jct., on the fourth Subdivision, is lined for fifth Subdivision.  
Trains leaving Crookston for Noyes, and trains leaving Noyes for Crookston must stop at Noyes Jct. to line this switch and line it back for fifth Subdivision.

## FOURTH SUBDIVISION

(Ada-Noyes Lines)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Barnesville Jct. and M. N. Jct.....	59 MPH	49 MPH
M. N. Jct. and Noyes Jct.....	55 MPH	40 MPH
Noyes Jct. and MP55 near Donaldson.....	59 MPH	50 MPH
MP55 near Donaldson and Noyes .....	50 MPH	40 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at:.....	20 MPH
Glyndon.	
Stephen, all trains over street crossings .....	15 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 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.

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

5. 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.

## FIFTH 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.

North Crookston, Register is only for trains 157 and 158.

### 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.

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

### 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.

5. West switch on west leg of wye, Noyes Jct., on the fourth Subdivision, is lined for fifth Subdivision.

Trains leaving Crookston for Noyes, and trains leaving Noyes for Crookston must stop at Noyes Jct. to line this switch and line it back for fifth Subdivision.

## SIXTH, SEVENTH, EIGHTH SUBDIVISIONS

(Pelican Rapids, Portland, Halstad Lines)

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Pelican Jct. and Pelican Rapids.....	20 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 Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted to 20 MPH.
- 4. TRAIN REGISTER EXCEPTIONS.**  
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).
- Trains from 8th Subdivision will obtain their orders at Moorhead Jct.
- The track has been taken up from a point 600 feet west of the west switch, Clifford to Portland.

## NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH SUBDIVISIONS

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

- 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Nolan and Devils Lake.....	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 .....	30 MPH
P.A. Tower and Neche .....	40 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.  
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.**  
Ninth Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted to 20 MPH.  
Eleventh Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted on Paul Koehmstedt Spur Minto and M.R.T.J. Potato Spur Grafton.  
Twelfth Subdivision—SD 7 and SD 9 engines series 550 to 599 restricted on Mill Spur Cavalier and Mill Spur and Rutherford Potato Spur Walhalla.
- 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.
- 7. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**  
P.A. Tower.
- 8. AUTOMATIC INTERLOCKINGS.**  
Conway—6.55 miles west of Inkster.
- 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.

## 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
Crookston Yard and Tilden Jct.....	45 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.....Crookston Yard ..... 20 MPH  
Warroad ..... 20 MPH  
Wye tracks at Warroad and Thief River Falls ..... 5 MPH
- 3. ENGINE RESTRICTIONS.**  
Fifteenth and Seventeenth Subdivisions—SD 7 and SD 9 engines series 550 to 599 restricted to 20 MPH.
- 4. TRAIN REGISTER EXCEPTIONS.**  
Tilden Jct. Trains will register only when instructed by train order to do so.
- 5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**  
Rule 83(B) does not apply at Tilden Jct., and does not apply at Churchs Ferry, York, Towner and Granville when the Agents are not on duty. No. 348 does not require a clearance at Antler when the Agent is not on duty.
- 6. SEMI-AUTOMATIC INTERLOCKING.**  
C. N. Ry. crossing.....0.6 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.
- 7. AUTOMATIC INTERLOCKING.**  
N. P. Ry. crossing.....2.37 miles east of Crookston Yard

## SPEED TABLE

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

## WATCH INSPECTORS

Weber Jewelry & Music Co.	St. Cloud, Minn.
G. H. Vandesteeg	Sauk Centre, Minn.
E. J. Rovang	Fergus Falls, Minn.
O. P. Mork	Barnesville, Minn.
Bratrud Jewelry Store	Crookston, Minn.
Munn's Jewelry	Crookston, Minn.
R. H. Willey Jewelry Co.	Grand Forks, 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
<b>First Subdivision</b>			
Collegeville	2.77 miles west of St. Joseph	6	West End
Melby	4.72 miles west of Evansville	11	East End
Chem-Gro Spur	0.70 mile east of the east siding	6	West End
Pyrofax Spur	1.3 miles east of east siding	8	East End
Fargo-Moorhead Asphalt Co.	switch Fergus Falls	10	West End
<b>Second Subdivision</b>			
Lurgan	5.41 miles west of Wahpeton Jct.	40	Both Ends
Brushvale	1.95 miles west of Lurgan	22	Both Ends
Finkle	5.52 miles west of Rustad	35	Both Ends
Alton	2.38 miles west of Kelso	23	Both Ends
Taft	3.68 miles west of Hillsboro	23	Both Ends
Merrifield	4.92 miles west of Thompson	37	Both Ends
Flaat	2.96 miles west of Merrifield	15	Both Ends
<b>Third Subdivision</b>			
Powell	4.13 miles west of PA Tower	17	Both Ends
Emerado Air Base Spur	1/2 mile west of Emerado Depot	278	East End
<b>Fourth Subdivision</b>			
Hadler	5.02 miles west of Ada	31	Both Ends
Greenview	5.97 miles west of Beltrami	24	Both Ends
Shirley	4.99 miles west of Noyes Jct.	6	East End
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
<b>Fifth Subdivision</b>			
Mallory	6.14 miles east of East Grand Forks	18	East End
<b>Sixth Subdivision</b>			
Elizabeth	7.88 miles west of East N.P. Ry. Jct.	5	West End
<b>Eighth Subdivision</b>			
Bingham	2.80 miles west of Moorhead	634	Both Ends
Girard	5.91 miles west of Eldred	15	Both Ends
Wilds	2.05 miles west of Girard	232	East End
<b>Ninth Subdivision</b>			
Pickert	2.96 miles west of Blabon	23	Both Ends
Sweetwater	7.52 miles west of Devils Lake	24	Both Ends
Garske	5.30 miles west of Webster	21	Both Ends
St. Joe	4.88 miles west of Starkweather	11	Both Ends
Crocus	6.67 miles west of Olmstead	26	Both Ends
<b>Tenth Subdivision</b>			
Greenfield	5.77 miles west of Hunter	30	Both Ends
Preston	8.51 miles west of Hunter	23	Both Ends
Murray	6.35 miles west of Blanchard	24	Both Ends
Edison	2.99 miles west of Hannah Jct.	9	East End
Conway	6.55 miles west of Inkster	26	Both Ends
Kerry	5.43 miles west of Park River	25	Both Ends
Easby	5.53 miles west of Osnabrock	30	Both Ends
<b>Eleventh Subdivision</b>			
Herriott	4.58 miles west of Minto	40	Both Ends
<b>Twelfth Subdivision</b>			
Leyden	5.44 miles west of Backoo	35	Both Ends
<b>Thirteenth Subdivision</b>			
Weaver	4.80 miles west of Hampden	16	Both Ends
<b>Fourteenth Subdivision</b>			
Cosidine	6.29 miles west of Cando	35	Both Ends
<b>Fifteenth Subdivision</b>			
Hong	7.24 miles west of York	15	Both Ends
<b>Sixteenth Subdivision</b>			
Leverich	6.34 miles west of Rugby	10	Both Ends
Kuroki	6.00 miles west of Westhope	21	Both Ends
<b>Seventeenth Subdivision</b>			
Dunning	5.95 miles west of Newburg	15	Both Ends
<b>Eighteenth Subdivision</b>			
Wolseth	4.99 miles west of Deering	15	Both Ends
Forfar	5.26 miles west of Glenburn	26	Both Ends
<b>Nineteenth Subdivision</b>			
Benoit Pit	3.61 miles west of Benoit	157	West End
Burwell	7.06 miles west of Benoit	33	Both Ends
Holt	9.96 mi. west of Middle River	35	Both Ends
Strathcona	10.26 miles west of Greenbush	23	Both Ends
Fox	6.17 miles west of Roseau	16	Both Ends
Lyell Spur	3.80 miles west of Warroad	10	West End

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