

AUTHORIZED SURGEONS.

Location of Stretchers (S)

| | |
|----------------------------------|---|
| Dr. B. I. Derauf, Chief Surgeon. | } Assistant Surgeons N. P. B. A. Hospital St. Paul (S) |
| Dr. J. W. Jesion..... | |
| Dr. A. McEwan..... | |
| Dr. C. H. Decker..... | |
| Dr. L. J. Fox..... | |
| Dr. W. R. Glenny..... | |

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|---|--|
| Dr. R. R. Cranmer..... Minneapolis | Dr. R. A. Beise..... Brainerd |
| Dr. D. M. Thysell..... Minneapolis | Dr. G. I. Badeaux..... Brainerd |
| Dr. T. S. McClanahan, White Bear Lake (S) | Dr. V. Quanstrom..... Brainerd |
| Dr. W. R. Humphrey..... Stillwater (S) | Dr. R. L. Cushing..... Brainerd |
| Dr. R. J. Spurzem..... Anoka | Dr. E. C. Knight..... Swanville |
| Dr. A. B. Roehlke..... Elk River | Dr. J. F. Du Bois..... Sauk Center |
| Dr. H. B. Clark..... St. Cloud (S) | Dr. J. F. Du Bois, Jr..... Sauk Center |
| Dr. C. F. Brigham..... St. Cloud | Dr. J. C. Grant..... Sauk Center |
| Dr. L. M. Evans..... Sauk Rapids | Dr. E. M. Elsey..... Glenwood |
| Dr. Alex Watson..... Royalton | Dr. A. F. Geisen..... Starbuck |
| Dr. S. W. Watson..... Royalton | Dr. Fred Behmler..... Morris (S) |
| Dr. Douglas L. Johnson, Little Falls (S) | Dr. A. J. Lewis..... Henning |
| Dr. Robert A. Stoy..... Little Falls | Dr. Norman H. Baker, Fergus Falls |
| Dr. Alfred H. Benson..... Little Falls | Dr. C. W. Jacobson..... Breckenridge |
| Dr. William F. Skaife..... Little Falls | Dr. H. J. Meunier..... Oakes (S) |
| Dr. D. O. Bolstad..... Little Falls | Dr. E. Haugseth..... Twin Valley |
| Dr. W. J. Lund..... Staples (S) | Dr. W. R. Kostick..... Fertile (S) |
| Dr. C. F. Reichelderfer, Staples | Dr. L. N. Dale..... Red Lake Falls |
| Dr. L. T. Davis..... Wadena (S) | Dr. J. F. Norman..... Crookston (S) |
| Dr. Luther F. Davis..... Wadena | Dr. O. K. Behr..... Crookston |
| Dr. W. A. Miller..... New York Mills | Dr. R. W. Vance..... Grand Forks (S) |
| Dr. Everett C. Hanson, New York Mills | Dr. W. C. Dailey..... Grand Forks |
| Dr. J. J. Warner..... Perham | Dr. H. D. Benwell..... Grand Forks |
| Dr. H. C. Otto..... Prasee | Dr. C. C. Rand..... Grafton |
| Dr. C. W. Moberg..... Detroit Lakes (S) | Dr. C. R. Tompkins..... Grafton |
| Dr. L. H. Rutledge..... Detroit Lakes | Dr. G. L. Countryman, Grafton |
| Dr. V. D. Thysell..... Hawley (S) | Dr. H. M. Waldren, Jr. Drayton |
| Dr. A. S. Midthune..... Lake Park | |
| Dr. J. A. Thabes, Jr..... Brainerd | |
| Dr. Maurice Meller..... Brainerd | |

SPECIALISTS.

| | |
|--|--------------------------------------|
| Dr. Eugene L. Bauer, Ear, Nose & Throat..... | 531 1/2 Lowry Bldg., St. Paul |
| Dr. L. T. Simons, Eye, Ear, Nose & Throat..... | 1039 Lowry Bldg., St. Paul |
| Dr. L. G. Edwards, Eye, Ear, Nose & Throat..... | 1039 Lowry Bldg., St. Paul |
| Dr. Robert H. Monahan, Oculist (Eye Specialist)..... | 1034 Lowry Bldg., St. Paul |
| Dr. Kenneth A. Phelps, Eye, Ear, Nose & Throat..... | 1137 Med. Arts Bldg., Minneapolis |

| | |
|---|-------------|
| Dr. William O. McLane, Eye, Ear, Nose & Throat..... | Brainerd |
| Dr. H. O. Ruud } Oculists..... | Grand Forks |
| Dr. M. B. Ruud } | |

St. Paul, General Office Bldg. (S) *
 St. Paul, Third St., Car Foreman's Office (S)
 St. Paul, Fourth St. Yard Office (S) *
 St. Paul, Mississippi St. Round House (S)
 St. Paul, Mississippi St. Yard Office (S)
 St. Paul, Como Shops (S) *
 N. P. Frt. Yard, Yard Office (S)
 Northtown, Tool Car No. 4, Steam Derrick (S)
 Northtown, Round House (S) *
 Northtown, Yard Office (S) *
 Staples, Tool Car (S)
 Staples, Yard Office (S)
 East Grand Forks (S)
 Dilworth Car Shops (S)
 Dilworth Tool Car (S)
 Dilworth Round House (S)

*Litter—No equipment.

NOTE.

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness, or of injury unrelated to railway operation to other than N. P. B. A. members, surgeon should endeavor to collect a reasonable fee for service from person attended. If unable to collect, Chief Surgeon should be notified.

Where injuries, to other than N. P. B. A. members, are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

NORTHERN PACIFIC RAILWAY COMPANY

ST. PAUL DIVISION

TIME TABLE 76C

To be used in conjunction with
Special Instructions currently
in effect.

In Effect at 12:01 A. M. Central
Standard Time.

Sunday, February 28, 1954

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and the latest Special Instructions and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

D. A. THOMSON,
Superintendent.

C. H. BURGESS,
General Manager.

R. E. MATTSO, N,
General Superintendent
of Transportation.

| Distance from Staples. | Time Table No. 76C February 28, 1954 | | FIRST CLASS | | | | | | SECOND CLASS | |
|---|---|----------------------|-------------------------|--------------------|--------------------|-----------------|--------------------|-----------------|--------------|-----|
| | | | 12 | 26 | 4 | 24 | 28 | 2 | 604 | 712 |
| | N. P. Passenger | N. P. Passenger | N. P. Passenger | G. N. Passenger 23 | G. N. Passenger 19 | N. P. Passenger | G. N. Freight 407 | G. N. Mixed 306 | | |
| | STATIONS | | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | |
| 141.1 | NP..ST. PAUL (Union Depot)..DN | A 7.15 AM | A 6.40 AM | A 7.25 AM | | | | A 11.00 PM | | |
| BETWEEN MINNEAPOLIS AND ST. PAUL ON GREAT NORTHERN TRACKS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES. | | | | | | | | | | |
| 130.5 | MS..... ^{10.8} MINNEAPOLIS.....DN 5.0 (Passenger Station) | s 6.40 | s 6.10 | s 7.00 | | | | s 10.27 | | |
| BETWEEN NORTHTOWN AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY JOINT TERMINAL TIME TABLE. | | | | | | | | | | |
| 125.5 | NJ....NORTHTOWN...DN | A 6.25 AM | A 5.58 AM | A 6.38 AM | A 11.21 AM | A 7.06 PM | A 10.15 PM | A 4.10 AM | A 2.45 PM | |
| 121.8 |BELT LINE..... | | | | | | | | | |
| 118.3 | CN...COON CREEK...P | 6.08 | 5.48 | 6.27 | L 11.11 AM | L 6.56 PM | 10.04 | L 3.40 AM | s 2.27 | |
| 112.5 | KY.....ANOKA.....PD | s 5.59 | 5.42 | 6.18 | | | 9.55 | | s 2.02 | |
| 105.5 |DAYTON.....P | 5.48 | 5.35 | 6.11 | | | 9.48 | | f 1.47 | |
| 100.7 | ER....ELK RIVER...PDN | f 5.39 | 5.30 | 6.05 | | | 9.42 | | L 1.37 PM | |
| 91.6 | BG....BIG LAKE...PD | s 5.25 ²⁶ | 5.21 ¹² | 5.56 | | | 9.33 | | | |
| 83.7 | BC....BECKER.....PD | s 4.56 | 5.14 | 5.48 | | | 9.25 | | | |
| 76.7 | CK...CLEAR LAKE...PD | s 4.42 | 5.08 | 5.41 | | | 9.18 | | | |
| 68.0 |REFORMATORY..... | 4.28 | 5.00 | 5.32 | | | 9.09 | | | |
| 65.4 | EA....ST. CLOUD...DN | s 4.23 | 4.56 | s 5.28 | | | s 9.05 | | | |
| 63.7 | UK...SAUK RAPIDS...D | s 4.15 | | | | | | | | |
| 61.0 | SY.....SARTELL...PD | s 4.09 | 4.51 | 5.20 | | | 8.57 | | | |
| 51.1 | RS.....RICE.....PD | s 3.55 | 4.42 | 5.10 | | | 8.47 | | | |
| 44.5 | RO....ROYALTON...PD | s 3.43 | 4.36 | 5.03 | | | 8.40 | | | |
| 36.5 | GR....GREGORY...PN | 3.30 | 4.28 | 4.54 | | | 8.31 ²⁵ | | | |
| 33.7 | FA...LITTLE FALLS...DN | L 3.25 AM | 4.24 | s 4.50 | | | s 8.27 | | | |
| 29.3 |DARLING.....P | | 4.19 | 4.40 | | | 8.19 | | | |
| 23.5 | RD....RANDALL...DN | | 4.14 | s 4.32 | | | 8.14 | | | |
| 18.5 |CUSHING.....P | | 4.09 | s 4.22 | | | 8.09 | | | |
| 12.5 |LINCOLN.....P | | 4.04 | s 4.11 | | | 8.04 | | | |
| 6.3 |PHILBROOK...P | | 3.57 | s 4.01 | | | 7.59 | | | |
| 0.0 | 80....STAPLES.....DN | L 3.48 AM | L 3.50 AM ²⁶ | | | | L 7.52 PM | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | | |
| | Time Over Subdivision | 3.00 | 2.10 | 2.48 | .10 | .10 | 2.23 | .30 | 1.08 | |
| | Average Speed per Hour | 30.6 | 57.9 | 44.8 | 44.0 | 44.0 | 52.6 | 14.6 | 21.9 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

At Big Lake time of No. 12 applies at east switch of siding.

No. 2 will stop on flag at Elk River to let off revenue passengers from Detroit Lakes and west and on Saturdays will stop for U. S. Mail.
 No. 12 will stop at Northtown daily to receive Company mail.
 No. 4 will stop at Royalton, Rice, Sartell, Sauk Rapids, Clear Lake, Becker, Big Lake, Elk River and Anoka to let off passengers from West of Little Falls

4 WESTWARD

SECOND SUB-DIVISION

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | FIRST CLASS | | | | | Time Table No. 76C February 28, 1954 | Distance from Staples. |
|---|--------------------------|------------------|-------------|------------|------------|------------|------------|---|------------------------|
| | | | 25 | 123 | 1 | 111 | 3 | | |
| | | | Passenger | Passenger | Passenger | Passenger | Passenger | | |
| | | | Daily | Daily | Daily | Ex. Sun. | Daily | | |
| WCZ TYX | Yard | 207 | L 9.21 PM | | L 11.51 AM | L 6.00 AM | L 1.35 AM | 0.0 | |
| | S 30 | 214 | 9.29 | | 11.59 AM | s 6.10 | 1.46 | 6.9 | |
| | S 63 | 218 | 9.33 | | 12.03 PM | s 6.20 | f 1.52 | 10.9 | |
| WYX | E 137 W 83 | 224 | 9.39 | | s 12.12 | As 6.30 AM | s 2.06 | 17.6 | |
| | S 12 | 229 | 9.44 | | 12.17 | | s 2.14 | 22.5 | |
| W | E 85 W 125 | 237 | 9.51 | | 12.24 | | s 2.28 | 30.5 | |
| | E 125 W 92 | 248 | 10.01 | | s 12.36 | | s 2.48 | 41.2 | |
| | W 93 | 259 | 10.11 | | 12.47 | | s 3.08 | 52.3 | |
| XW | E 88 W 117 | 269 | 10.20 | | s 1.00 | | s 3.29 | 62.0 | |
| | S 37 | 276 | 10.27 | | 1.09 | | s 3.45 | 69.1 | |
| X | Yard | 280 | | | | | | 73.7 | |
| WCY X | Yard | 282 | 10.33 | | 1.17 | | s 4.02 | 74.7 | |
| | S 17 | 287 | | | | | s 4.13 | 81.3 | |
| XY | E 93 | 289 | 10.41 | L 6.09 PM | s 1.30 | | 4.15 | 82.6 | |
| W | W 152 | 293 | 10.45 | s 6.15 | 1.36 | | s 4.23 | 86.4 | |
| | S 12 | 296 | | f 6.25 | | | | 92.4 | |
| | E 122 | 297 | 10.52 | 6.27 | 1.45 | | 4.34 | 93.7 | |
| | S 36 | 306 | 10.59 | s 6.37 | 1.56 | | s 4.51 | 100.9 | |
| WCZ TYX | Yard | 311 | As 11.07 PM | As 6.47 PM | As 2.06 PM | | As 5.08 AM | 106.3 | |
| | | | Daily | Daily | Daily | Ex. Sun | Daily | | |
| | | | 1.46 | .88 | 2.15 | .30 | 3.33 | | |
| | | | 60.2 | 37.4 | 47.2 | 35.2 | 29.9 | | |

Time Table No. 76C
February 28, 1954

STATIONS

| Telegraph Offices and Calls | | Distance from Staples. |
|-----------------------------|---------------------|------------------------|
| SO..... | STAPLES.....DN | |
| |ALDRICH.....P | 6.9 |
| V..... | VERDALE.....D | 10.9 |
| WA..... | WADENA.....DN | 17.6 |
| |BLUFFTON.....P | 22.5 |
| NM..... | N. Y. MILLS.....PD | 30.5 |
| RN..... | PERHAM.....PDN | 41.2 |
| RA..... | FRAZEE.....PD | 52.3 |
| DE..... | DETROIT LAKES.DN | 62.0 |
| AB..... | AUDUBON.....D | 69.1 |
| |LABELLE.....P | 73.7 |
| AP..... | LAKE PARK.....DN | 74.7 |
| |DALE.....P | 81.3 |
| WN..... | MANITOBA JCT...DN | 82.6 |
| HW..... | HAWLEY.....PD | 86.4 |
| |MUSKODA.....P | 92.4 |
| |WITHEROW.....P | 93.7 |
| ND..... | GLYNDON.....DN | 100.9 |
| DH..... | DILWORTH.....DN | 106.3 |

AUTOMATIC BLOCK

DOUBLE TRACK

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Time Table No. 76C

February 28, 1954

FIRST CLASS

Distance from Dilworth.

STATIONS

Telegraph Offices and Calls

| | |
|-------|-----------------------|
| 106.3 | SO.....STAPLES.....DN |
| | 6.9 |
| 99.4 |ALDRICH.....P |
| | 4.0 |
| 95.4 | V.....VERDALE.....D |
| | 6.7 |
| 88.7 | WA.....WADENA.....DN |
| | 4.9 |
| 83.8 |BLUFFTON.....P |
| | 8.0 |
| 75.8 | NM...N. Y. MILLS...PD |
| | 10.7 |
| 65.1 | RN....PERHAM....PDN |
| | 11.1 |
| 54.0 | RA.....FRAZEE.....PD |
| | 9.7 |
| 44.3 | DE..DETROIT LAKES..DN |
| | 7.1 |
| 37.2 | AB.....AUDUBON.....D |
| | 4.6 |
| 32.6 |LABELLE.....P |
| | 1.0 |
| 31.6 | AP....LAKE PARK...DN |
| | 6.6 |
| 25.0 |DALE.....P |
| | 1.3 |
| 23.7 | WN.MANITOBA JCT...DN |
| | 3.8 |
| 19.9 | HW.....HAWLEY.....PD |
| | 6.0 |
| 13.9 |MUSKODA.....P |
| | 1.3 |
| 12.6 |WITHEROW.....P |
| | 7.2 |
| 5.4 | ND....GLYNDON....DN |
| | 5.4 |
| 0.0 | DH....DILWORTH....DN |

AUTOMATIC BLOCK

DOUBLE TRACK

| | 26 | 124 | 112 | 2 | 4 |
|-------------------------|------------|-----------|-----------|------------|--------------------------|
| | Passenger | Passenger | Passenger | Passenger | Passenger |
| | Daily | Daily | Ex. Sun. | Daily | Daily |
| As 3.44 ⁴ AM | | | A 5.55 PM | As 7.45 PM | As 3.25 ²⁶ AM |
| 3.33 | | | s 5.41 | 7.33 | f 3.03 |
| 3.29 | | | s 5.35 | 7.29 | f 2.55 |
| 3.23 | | | L 5.23 PM | s 7.21 | s 2.40 |
| 3.18 | | | | 7.12 | s 2.21 |
| 3.11 | | | | 7.04 | s 2.05 |
| 3.01 | | | | s 6.52 | s 1.47 |
| 2.51 | | | | 6.39 | s 1.26 |
| 2.42 | | | | s 6.29 | s 1.07 |
| 2.35 | | | | 6.18 | s 12.51 |
| 2.30 | | | | 6.10 | s 12.40 |
| 2.22 | A 1.16 PM | | | s 5.59 | 12.25 |
| 2.18 | s 1.04 | | | 5.52 | s 12.19 |
| | f 12.55 | | | | |
| 2.12 | 12.53 | | | 5.45 | 12.07 AM |
| 2.05 | s 12.42 | | | 5.39 | s 11.53 PM |
| L 1.59 AM | L 12.33 PM | | | L 5.33 PM | L 11.41 PM |
| Daily | Daily | Ex. Sun. | Daily | Daily | Daily |
| 1.45 | .48 | .82 | 2.12 | 3.44 | |
| 60.7 | 83.1 | 88.0 | 48.3 | 28.5 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | FIRST CLASS | | Distance from Little Falls. | Time Table No. 76C February 28, 1954 | | Distance from Brainerd. | FIRST CLASS | |
|---|-----------------------------|------------------|-------------|----------|--------------------------------|---|-----------|----------------------------|-------------|--|
| | | | 11 | | | STATIONS | | | 12 | |
| | | | Passenger | Daily | | Telegraph Offices and Calls | Passenger | | Daily | |
| WCZ YX | Yard | S84 | L | 11.10 PM | 0.0 | FA.....LITTLE FALLS.....DN | 31.6 | As | 3.15 AM | |
| | 21 | SA6 | f | 11.21 | 5.6 |BELLE PRAIRIE..... | 26.0 | f | 3.01 | |
| Y | S 100 | SA8 | f | 11.24 | 7.8 |CAMP RIPLEY JCT.....P | 23.8 | f | 2.58 | |
| | 35 | SA9 | f | 11.27 | 9.1 |TOPEKA..... | 22.5 | f | 2.56 | |
| | 51 | SA15 | s | 11.36 | 14.6 |FORT RIPLEY.....P | 17.0 | s | 2.49 | |
| | 39 | SA24 | f | 11.51 | 23.7 |CROW WING..... | 7.9 | f | 2.34 | |
| | | SA26 | f | 11.54 PM | 26.1 |BARROWS..... | 5.5 | f | 2.30 | |
| WCZ TYX | Yard | 177 | As | 12.10 AM | 31.6 | B.....BRAINERD.....DN | 0.0 | L | 2.20 AM | |
| | | | Daily | | | | | Daily | | |
| | | | | 1.00 | | Time Over Sub-Division | | | .55 | |
| | | | | 31.6 | | Average Speed per Hour | | | 34.4 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT THAT NO. 11 IS SUPERIOR TO NO. 12 LITTLE FALLS TO BRAINERD.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Distance from Little Falls. | Time Table No. 76C February 28, 1954 | | Distance from Morris. | THIRD CLASS | |
|---|-----------------------------|------------------|---------------------|---------------------|--------------------------------|---|----------------|--------------------------|----------------------|--|
| | | | 707 | | | STATIONS | | | 708 | |
| | | | Way Freight | Mon., Wed., Fri. | | Telegraph Offices and Calls | Way Freight | | Tues., Thu., Sat. | |
| WCZ YX | Yard | S84 | L | 8.30 AM | 0.0 | FA.....LITTLE FALLS.....DN | 87.2 | A | 1.45 PM | |
| | | SB9 | s | 9.03 | 8.5 |FLENSBURG..... | 78.7 | s | 1.15 | |
| W | 36 | SB16 | s | 9.25 | 15.5 | SV.....SWANVILLE.....D | 71.7 | s | 12.50 | |
| | 20 | SB20 | s | 9.45 | 20.1 |BURTRUM..... | 67.1 | f | 12.23 | |
| | 39 | SB25 | s | 10.00 | 24.5 | GY.....GREY EAGLE.....D | 62.7 | s | 12.08 PM | |
| | 14 | SB28 | f | 10.14 | 28.0 |WARD SPRINGS..... | 59.2 | f | 11.45 AM | |
| WC | 53 | SB36 | s | 10.45 11.25 AM | 36.4 | SC.....SAUK CENTRE.....D | 50.8 | s | 11.20 10.30 | |
| | 25 | SB47 | s | 12.15 PM | 47.2 | WS.....WESTPORT.....D | 40.0 | s | 10.07 | |
| | 32 | SB52 | s | 12.32 | 52.1 | VI.....VILLARD.....D | 35.1 | s | 9.42 | |
| | 32 | SB59 | s | 12.52 | 59.0 | GD.....GLENWOOD.....D | 28.2 | s | 9.22 | |
| W | 54 | SB68 | s | 1.20 | 67.8 | SK.....STARBUCK.....D | 19.4 | s | 8.57 | |
| | S 3 | SB74 | f | 1.36 | 74.0 |NEW PRAIRIE..... | 13.2 | f | 8.32 | |
| | 24 | SB78 | s | 1.50 | 78.1 | CY.....CYRUS.....D | 9.1 | s | 8.22 | |
| WCY X | 20 | SB87 | A | 2.20 PM | 87.2 | BY.....MORRIS.....D | 0.0 | L | 8.00 AM | |
| | | | Mon., Wed., Fri. | | | | | Tues., Thu., Sat. | | |
| | | | | 5.10 | | Time Over Sub-Division | | | 4.55 | |
| | | | | 18.9 | | Average Speed per Hour | | | 17.7 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | | FIRST CLASS | Distance from Wadena. | Time Table No. 76C February 28, 1954 | | | Distance from Oakes. | FIRST CLASS | THIRD CLASS | |
|---|-----------------------------|------------------|------------------------|-----------------------|---------------------------|-----------------------------|--|---|------------------------|-----------------------|-------------------------|----------------|-------------|--|
| | | | 745 | 753 | 111 | STATIONS | | | 112 | 746 | | 754 | | |
| | | | Way Freight | Way Freight | Passenger | Telegraph Offices and Calls | | | Passenger | Way Freight | | Way Freight | | |
| | | | Tue., Thu. and Sun. | Mo., Wed. and Fri. | Ex. Sun. | Ex. Sun. | | Mo., Wed. and Fri. | Tue., Thu. and Sat. | | | | | |
| WYX | 212 | 224 | L 6.10 AM | L 6.10 AM | L 6.35 AM | 0.0 | WA.....WADENA.....DN | 181.5 | As 5.23 PM | As 2.15 PM | As 2.15 PM | | | |
| | | | | | 6.41 | 1.9 |WADENA JCT..... | 149.6 | 5.15 | | | | | |
| | 58 | MA 10 | s 6.35 | s 6.35 | s 6.58 | 10.3 | DK.....DEER CREEK.....D | 141.2 | s 5.01 | f 1.50 | f 1.50 | | | |
| | 67 | MA 18 | s 6.55 | s 6.55 | s 7.13 | 18.0 | HG.....HENNING.....D | 133.5 | s 4.45 | f 1.15 | f 1.15 | | | |
| | 39 | MA 24 | f 7.26 ¹¹¹ | f 7.26 ¹¹¹ | s 7.26 ⁷⁴⁵⁻⁷⁵³ | 24.1 |VINING..... | 127.4 | s 4.32 | f 12.50 | f 12.50 | | | |
| | 46 | MA 29 | f 7.50 | f 7.50 | s 7.36 | 29.1 |CLITHERAL..... | 122.4 | s 4.21 | f 12.40 | f 12.40 | | | |
| W | 40 | MA 33 | s 8.05 | s 8.05 | s 7.45 | 33.3 | BK...BATTLE LAKE.....D | 118.2 | s 4.12 | f 12.30 | f 12.30 | | | |
| | 61 | MA 41 | s 8.30 | s 8.30 | s 8.02 | 41.2 | UR.....UNDERWOOD.....D | 110.3 | s 3.56 | f 12.10 PM | f 12.10 PM | | | |
| | S 26 | MA 46 | f 8.42 | f 8.42 | f 8.10 | 45.8 |WALL LAKE..... | 105.7 | f 3.45 | f 11.55 AM | f 11.55 AM | | | |
| WX | 90 | MA 52 | s 8.57 | s 9.05 | s 8.23 | 51.5 | FS...FERGUS FALLS.....D | 100.0 | s 3.35 | s 11.40 | s 11.40 | | | |
| | 30 | MA 58 | f 9.19 | f 9.20 ⁷⁴⁶ | f 8.34 | 57.9 |FRENCH..... | 98.6 | f 3.23 | f 9.20 ⁷⁵³ | f 10.20 | | | |
| | 77 | MA 63 | f 9.40 | f 9.40 | s 8.44 | 63.1 | FX.....FOXHOME.....D | 88.4 | s 3.12 | f 9.10 | f 10.09 | | | |
| | 22 | MA 68 | f 9.59 ⁷⁵⁴ | f 9.59 | f 8.53 ⁷⁴⁶ | 67.9 |EVERDELL..... | 83.6 | f 3.04 | f 8.53 ¹¹¹ | f 9.59 ⁷⁴⁵ | | | |
| YX | 65 | MA 77 | s 10.25 | s 10.25 | s 9.09 | 76.6 | BJ...BRECKENRIDGE.....D | 74.9 | s 2.49 | f 8.20 | f 9.35 | | | |
| WCX | 81 | MA 78 | A 10.40 AM | s 10.40 | s 9.15 ⁷⁵⁴ | 77.5 | WP...WAHPETON.....D | 74.0 | s 2.44 | L 8.15 AM | s 9.30 ¹¹¹ | | | |
| | S 24 | MA 84 | | f 11.05 | f 9.26 | 84.6 |FARMINGTON..... | 66.9 | f 2.30 | | f 8.51 | | | |
| Y | | MA 88 | | f 11.15 | f 9.31 | 88.0 |FAIRVIEW JCT..... To Mathews 3.0 To Mooreton 2.5 | 63.5 | f 2.25 | | f 8.43 | | | |
| | 15 | MB 3 | | | | 91.0 |MATHEWS..... | 66.5 | | | | | | |
| Y | | MB 8 | | | | 95.8 |KEYSTONE..... | 71.3 | | | | | | |
| | | MB 9 | | | | 96.6 |GREAT BEND.....D | 72.1 | | | | | | |
| | 60 | MA 91 | | s 11.20 | s 9.35 | 90.5 | RT.....MOORETON.....D | 61.0 | s 2.20 | | s 8.35 | | | |
| | 33 | MA 97 | | s 11.32 | s 9.46 | 96.5 | BY.....BARNEY.....D | 55.0 | s 2.08 | | s 8.13 | | | |
| | 37 | MA 103 | | s 11.59 AM | s 9.57 | 102.7 | WM.....WYNDMERE.....D | 48.8 | s 1.56 | | s 7.50 | | | |
| | 28 | MA 112 | | s 12.59 PM | s 10.12 | 112.5 | DR.....DE LAMERE.....D | 39.0 | s 1.39 | | f 7.15 | | | |
| WY | 79 | MA 119 | | s 1.28 ¹¹² | s 10.22 | 118.6 | MI.....MILNOR.....D | 32.9 | s 1.28 ⁷⁵³ | | s 6.55 | | | |
| | 17 | MA 122 | | f 2.06 | f 10.34 | 124.1 |HOVING..... | 27.4 | f 1.16 | | f 6.32 | | | |
| | 35 | MA 129 | | s 2.31 | s 10.44 | 129.0 | GW.....GWINNER.....D | 22.5 | s 1.06 | | f 6.21 | | | |
| | 34 | MA 136 | | s 3.10 | s 10.58 | 136.1 | SM.....STIRUM.....D | 15.4 | s 12.51 | | f 6.06 | | | |
| | 34 | MA 143 | | s 3.30 | s 11.13 | 143.5 | CR.....CRETE.....D | 8.0 | s 12.36 | | f 5.50 | | | |
| WCY X | 72 | DD 69 | | A 4.10 PM | A 11.35 AM | 151.5 | KS.....OAKES.....D | 0.0 | L 12.20 PM | | L 5.30 AM | | | |
| | | | Tue., Thu. and Sun. | Mo., Wed. and Fri. | Ex. Sun. | | | | Ex. Sun. | Mo., Wed. and Fri. | Tue., Thu. and Sat. | | | |
| | | | 4.30 | 10.00 | 5.00 | | Time Over Sub-Division | | 5.03 | 6.00 | 8.20 | | | |
| | | | 17.2 | 15.1 | 30.2 | | Average Speed per Hour | | 30.0 | 12.9 | 18.2 | | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT THAT NO. 111 IS SUPERIOR TO NO. 112, WADENA TO OAKES.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | SECOND CLASS | | FIRST CLASS | | Distance from Manitoba Junction. | Time Table No. 76C | | | FIRST CLASS | | SECOND CLASS | |
|---|-----------------------------|------------------|--------------|--------------------|-------------|----------------------------------|--|-----------------------------|-----------|--|-------------|--|--------------|--|
| | | | 633 | | 13 | | | February 28, 1954 | | | 14 | | 748 | |
| | | | Freight | | Passenger | | | STATIONS | | | Passenger | | Freight | |
| | | | Daily | | Daily | | | Telegraph Offices and Calls | | | Daily | | Daily | |
| Y | 110 | 289 | L 10.45 PM | L 1.43 PM | 0.0 | WN...MANITOBA JCT...DN | 93.9 | As 5.42 PM | A 8.15 PM | | | | | |
| X | 47 | NA 5 | 10.57 | s 1.52 | 5.0 | HI.....HITTERDAL.....D | 88.9 | s 5.29 | 7.59 | | | | | |
| WX | 48 | NA12 | 11.11 | s 2.02 | 11.9 | U.....ULEN.....D | 82.0 | s 5.15 | 7.42 | | | | | |
| | 48 | NA19 | 11.25 | s 2.12 | 18.9 | SY.....SYRE.....D | 75.0 | s 5.03 | 7.25 | | | | | |
| X | 65 | NA25 | 11.37 | s 2.22 | 24.6 | AY...TWIN VALLEY...DN | 69.3 | s 4.52 | 7.11 | | | | | |
| X | 48 | NA32 | 11.55 PM | s 2.33 | 32.4 | G.....GARY.....D | 61.5 | s 4.41 | 6.55 | | | | | |
| | 48 | NA38 | 12.09 AM | 2.41 | 38.4 |FLAMING..... | 55.5 | 4.30 | 6.43 | | | | | |
| WC YX | 62 | NA44 | 12.33 | s 2.50 | 44.0 | FE.....FERTILE.....DN | 49.9 | s 4.22 | 6.29 | | | | | |
| X | 48 | NA52 | 12.42 | 3.04 | 52.0 |MELVIN..... | 41.9 | 4.10 | 6.00 | | | | | |
| | 41 | NA60 | 12.56 | 3.14 | 59.9 |HAROLD..... | 34.0 | 4.00 | 5.41 | | | | | |
| WX | | NA67 | 1.14 | s 3.26 | 67.2 | CX....CROOKSTON....D | 26.7 | s 3.50 | 5.26 | | | | | |
| X | 42 | NA69 | 1.18 | 3.29 | 68.5 |ANGLIM..... | 25.4 | 3.44 | 5.23 | | | | | |
| | 26 | NA74 | 1.31 | 3.37 ¹⁴ | 73.9 |HIXON..... | 20.0 | 3.37 ¹³ | 5.12 | | | | | |
| | 36 | NA78 | 1.40 | 3.42 | 77.7 |FREEMAN..... | 16.2 | 3.25 | 5.05 | | | | | |
| | 29 | NA81 | 1.46 | 3.45 | 80.2 |VANNET..... | 13.7 | 3.22 | 5.00 | | | | | |
| | 39 | NA85 | 1.54 | 3.50 | 83.4 |DAVIDSON..... | 10.5 | 3.18 | 4.53 | | | | | |
| | | NA90 | 2.08 | 3.57 | 88.8 |CARTHAGE JCT..... | 5.1 | 3.11 | 4.42 | | | | | |
| WCZ TX | Yard | NA95 | As 2.30 AM | As 4.04 PM | 93.9 | GX EAST GRAND FORKS DN | 0.0 | L 3.03 PM | L 4.30 PM | | | | | |
| | | | Daily | Daily | | | | Daily | Daily | | | | | |
| | | | 3.45 | 2.21 | | Time Over Sub-Division..... | | 2.39 | 3.45 | | | | | |
| | | | 25.0 | 40.0 | | Average Speed per Hour..... | | 35.4 | 25.0 | | | | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | SECOND CLASS | | FIRST CLASS | | Distance from East Grand Forks. | Time Table No. 76C | | Distance from Pembina. | FIRST CLASS | | THIRD CLASS | |
|---|--------------------------|------------------|--------------|---------------------|-------------|---------|---------------------------------|--|------|------------------------|-------------|---|---------------------|--|
| | | | 633 | | 13 | | | February 28, 1954 | | | 14 | | 752 | |
| | | | Freight | | Passenger | | | STATIONS | | | Passenger | | Way Freight | |
| | | | Daily | | Daily | | | Telegraph Offices and Calls | | | Daily | | Daily | |
| WCZ TX | Yard | NA 95 | L | 5.00 AM | L | 4.10 PM | 0.0 | GX.EAST GRAND FORKS.DN | 94.3 | A s | 2.53 PM | A | 7.00 AM | |
| X | | NA 96 | | 5.02 | s | 4.16 | 0.4 | GRAND FORKS..... | 93.9 | s | 2.49 | s | 6.53 | |
| | 15 | NA 101 | | 5.15 | | 4.26 | 5.6 | BOLACK..... | 88.7 | | 2.34 | f | 6.28 | |
| | 47 | NA 106 | | 5.26 | | 4.33 | 11.0 | KELLY..... | 83.3 | | 2.27 | f | 5.58 | |
| | 42 | NA 112 | | 5.38 ⁷⁵² | s | 4.41 | 17.1 | MF..... MEKINOCK..... D | 77.2 | s | 2.19 | s | 5.38 ⁶³³ | |
| | | NA 118 | | 5.49 | f | 4.49 | 22.6 | BM..... HONEYFORD..... D | 71.7 | f | 2.10 | s | 5.02 | |
| X | 74 | NA 121 | | 5.56 | s | 4.55 | 26.1 | GB..... GILBY..... D | 68.2 | s | 2.03 | s | 4.47 | |
| | 58 | NA 126 | | 6.05 | f | 5.02 | 30.4 | JH..... JOHNSTOWN..... D | 63.9 | s | 1.56 | s | 4.30 | |
| WX | 74 | NA 130 | | 6.15 | s | 5.10 | 35.1 | FV... FOREST RIVER... D | 59.2 | s | 1.49 | s | 4.12 | |
| | 48 | NA 136 | | 6.44 | f | 5.18 | 40.8 | VO..... VOSS..... D | 53.5 | s | 1.39 | s | 3.48 | |
| | | NA 141 | | 6.53 | | 5.24 | 45.6 | KELLOGG..... | 48.7 | | 1.32 | f | 3.32 | |
| XY | 42 | NA 145 | | 7.05 | s | 5.34 | 49.7 | GO..... GRAFTON..... D | 44.6 | s | 1.25 | s | 3.15 | |
| | | NA 152 | | 7.23 | f | 5.45 | 56.8 | CH..... CASHEL..... D | 37.5 | f | 1.14 | s | 2.44 | |
| | | NA 155 | | 7.32 | | 5.50 | 60.4 | HERRICK..... | 33.9 | | 1.09 | f | 2.33 | |
| WX | 61 | NA 160 | | 7.43 | s | 5.59 | 65.2 | DA..... DRAYTON..... D | 29.1 | s | 1.03 | s | 2.05 | |
| | | NA 165 | | 7.55 | | 6.07 | 69.9 | PITTSBURG..... | 24.4 | | 12.57 | f | 1.40 | |
| | | NA 169 | | 8.05 | s | 6.13 | 74.1 | BQ..... BOWESMONT..... D | 20.2 | s | 12.51 | s | 1.28 | |
| | 48 | NA 179 | | 8.23 | s | 6.25 | 83.6 | JO..... JOLIETTE..... D | 10.7 | s | 12.38 | s | 1.08 | |
| | 35 | NA 183 | | 8.30 | | 6.31 | 87.4 | McARTHUR..... | 6.9 | | 12.32 | f | 12.50 | |
| WCY X | Yard | NA 190 | A | 8.45 AM | s | 6.42 | 94.3 | PB..... PEMBINA..... DN | 0.0 | s | 12.23 PM | L | 12.30 AM | |
| | | | | | | 6.53 PM | | N. P. JCT..... International Boundary | | L | 11.59 AM | | | |

BETWEEN N. P. JCT. (International Boundary) AND WINNIPEG TRAINS ARE GOVERNED BY CANADIAN NATIONAL TIME TABLE AND RULES.

| | | | | | | | | | | | |
|--|--|--|-------|-------|---------|--|-----------------------------------|--|-------|----------|--|
| | | | | A | 8.55 PM | | WINNIPEG..... | | L | 10.20 AM | |
| | | | Daily | Daily | | | | | Daily | Daily | |
| | | | 3.45 | 2.32 | | | Time Over Sub-Division.... | | 2.30 | 6.30 | |
| | | | 25.1 | 37.2 | | | Average Speed per Hour..... | | 37.7 | 14.5 | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

No. 13 will stop at Voss on Saturdays, Sundays and Holidays.
At Grafton time of First Class Trains applies at passenger station.

(RED LAKE FALLS AND SHERACK BRANCHES)

| Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits. | Car Capacity of Sidings. | Station Numbers. | THIRD CLASS | | Distance from Fertile. | Time Table No. 76C February 28, 1954 | | Distance from Carthage Jct. | THIRD CLASS | |
|---|-----------------------------|---------------------|-----------------------------|---------|---------------------------|---|--------------------------------------|--------------------------------|-----------------------------|----------|
| | | | 749 | | | STATIONS | | | 750 | |
| | | | G. N. Freight No. 553 | | | Telegraph Offices and Calls | | | G. N. Freight No. 554 | |
| | | | Ex. Sun. | | | | | | Ex. Sun. | |
| WC YX | 112 | NA 44 | | | 0.0 | FE..... | FERTILE.....DN | 54.4 | | |
| | 83 | NB 6 | | | 5.6 | | 5.6 LEE..... | 48.8 | | |
| X | 27 | NB 12 | L | 9.05 AM | 11.6 | ON..... | TILDEN JCT.....D | 42.8 | A | 7.15 PM |
| | 87 | NB 16 | | 9.16 | 16.0 | | 4.4 DELORME..... | 38.4 | | 7.01 |
| | 810 | NB 19 | | 9.25 | 19.2 | | 3.2 PERAULT..... | 35.2 | | 6.50 |
| | | NB 22 | A | 9.35 AM | 22.4 | | 3.2 G. N. JCT..... | 32.0 | L | 6.40 PM |
| | 8 | | | | 23.3 | | 0.9 RED LAKE FALLS JCT.... | 31.1 | | |
| | | | | | | | To Hilltop 4.5 To Red Lake Falls 1.0 | | | |
| W | 60 | NB 23 | | | 24.3 | RF... | RED LAKE FALLS...D | 32.1 | | |
| | 16 | NB 27 | | | 27.8 | | 4.6 HILLTOP..... | 26.6 | | |
| | 38 | NB 32 | | | 32.4 | | 15.7 DOROTHY..... | 22.0 | | |
| YX | 14 | NB 48 | | | 48.1 | | 15.7 KEY-WEST..... | 6.3 | | |
| | | | | | | | To Sherack 5.9 To Carthage Jct. 6.3 | | | |
| | | NF 6 | | | 54.0 | | SHERACK..... | 12.2 | | |
| | | NA 90 | | | 54.4 | | CARTHAGE JCT..... | 0.0 | | |
| | | | | | | | | | | |
| | | | | | Ex. Sun. | | | | | Ex. Sun. |
| | | | | | .30 | | Time Over Sub-Division | | | .35 |
| | | | | | 21.6 | | Average Speed per Hour | | | 18.7 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT THAT NO. 749 IS SUPERIOR TO NO. 750 TILDEN JCT. TO G. N. JCT.

SECOND SUBDIVISION

(Main Line)

| | Miles from Staples | Car Capacity |
|----------------|--------------------|--------------|
| Ice House..... | 60.8 | 120 |
| Richards..... | 65.5 | |

THIRD SUBDIVISION

(Brainerd Line)

| | Miles from Gregory | Car Capacity |
|-------------------|--------------------|--------------|
| Davis..... | 30.8 | 12 |
| Land O'Lakes..... | 31.5 | 6 |

FOURTH SUBDIVISION

(Little Falls and Dakota Branch)

| | Miles from Little Falls | Car Capacity |
|--------------------------------|-------------------------|--------------|
| State Agricultural School..... | 86.2 | 52 |

FIFTH SUBDIVISION

(Fergus Falls Branch)

| | Miles from Wadena | Car Capacity |
|--------------------------------|-------------------|--------------|
| Hoot Lake..... | 49.7 | 15 |
| Fergus Dairy Co-op..... | 52.3 | 15 |
| Fergus Foundry Spur..... | 52.4 | 15 |
| Packing House..... | 52.7 | 3 |
| Fergus Falls Rendering Co..... | 53.0 | 6 |

SIXTH SUBDIVISION

(Red River Branch)

| | Miles from Manitoba Jct. | Car Capacity |
|---------------------|--------------------------|--------------|
| Thorson Pit..... | 53.1 | 188 |
| Spring Pit..... | 53.9 | 82 |
| Crookston Mill..... | 65.9 | 165 |
| Sullivan..... | 91.3 | 18 |

EIGHTH SUBDIVISION

(Red Lake Falls and Sherack Branches)

| | Miles from Fertile | Car Capacity |
|----------------|--------------------|--------------|
| Smisek..... | 7.7 | 3 |
| Kohler..... | 38.4 | 5 |
| Walkerton..... | 51.0 | 8 |

CROSSOVERS.

First Subdivision (Main Line)

Northtown, Coon Creek, Anoka, Elk River, Big Lake, Becker, Clear Lake, Reformatory, St. Cloud, Sauk Rapids, Sartell, Rice, Royalton, Staples.

Second Subdivision (Main Line)

Staples, Verndale, Wadena, Bluffton, N. Y. Mills, Perham, Frazee, Detroit Lakes, Richards Spur, Labelle, Lake Park, Manitoba Jct., Hawley, Witherow, Glyndon, Dilworth.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Subdivision—

NORTHTOWN—G. N. Crossing.
 COON CREEK—G. N. Junction—Interlocked.
 ELK RIVER—G. N. Junction—Automatic Interlocking.
 ST. CLOUD—G. N. Crossing—Interlocked.
 GREGORY—Automatic Dual Control Switch.
 PHILBROOK—Automatic Dual Control Switch.
 STAPLES—Lake Superior Division Junction—Interlocked.

Second Subdivision—

WADENA—G. N. Crossing—Automatic Interlocking.
 DETROIT LAKES—Soo Line Crossing—Interlocked.
 MANITOBA JUNCTION—6th Subdivision—Interlocked.
 GLYNDON—G. N. Crossing—Interlocked

Fourth Subdivision—

SAUK CENTRE—G. N. Crossing—Automatic Interlocking.
 GLENWOOD—Soo Line Crossing—Automatic Interlocking.

Fifth Subdivision—

HENNING—Soo Line Crossing.
 FERGUS FALLS—G. N. Crossing—Automatic Interlocking.
 BETWEEN EVERDELL AND BRECKENRIDGE—G. N. Crossing—Interlocked.
 WAHPETON—C. M. St. P. & P. Crossing.
 WYNDMERE—Soo Line Crossing.

Sixth Subdivision—

MANITOBA JUNCTION—2nd Subdivision Junction—Interlocked.
 BETWEEN HAROLD AND CROOKSTON—G. N. Crossing—Automatic Interlocking.
 BETWEEN ANGLIM AND HIXON—G. N. Crossing—Automatic Interlocking.

Seventh Subdivision—

BETWEEN GRAND FORKS AND BOLACK—Two G. N. Crossings.
 FOREST RIVER—Soo Line Crossing—Interlocked.
 BETWEEN KELLOGG AND GRAFTON—G. N. Crossing

Eighth Subdivision—

TILDEN JUNCTION—G. N. Crossing—Interlocked.
 BETWEEN DOROTHY AND KEYWEST—G. N. Crossing—Interlocking. Operated by trainmen.

SPEED TABLE

| Time per Mile | | Miles per Hour | Time per Mile | | Miles per Hour |
|---------------|------|----------------|---------------|------|----------------|
| Min. | Sec. | | Min. | Sec. | |
| 0 | 45 | 80 | 1 | 12 | 50 |
| 0 | 46 | 78.3 | 1 | 15 | 48 |
| 0 | 47 | 76.6 | 1 | 20 | 45 |
| 0 | 48 | 75 | 1 | 25 | 42.8 |
| 0 | 49 | 73.5 | 1 | 30 | 40 |
| 0 | 50 | 72 | 1 | 40 | 36 |
| 0 | 51 | 70.6 | 1 | 45 | 34.3 |
| 0 | 52 | 69.2 | 1 | 50 | 32.7 |
| 0 | 53 | 67.9 | 2 | .. | 30 |
| 0 | 54 | 66.6 | 2 | 10 | 27.6 |
| 0 | 55 | 65.4 | 2 | 15 | 26.6 |
| 0 | 56 | 64.2 | 2 | 20 | 25.7 |
| 0 | 57 | 63.1 | 2 | 30 | 24 |
| 0 | 58 | 62 | 2 | 40 | 22.5 |
| 0 | 59 | 61 | 2 | 45 | 21.8 |
| 1 | .. | 60 | 2 | 50 | 21.2 |
| 1 | 1 | 59 | 3 | .. | 20 |
| 1 | 2 | 58 | 3 | 9 | 19 |
| 1 | 3 | 57.1 | 3 | 20 | 18 |
| 1 | 4 | 56.2 | 3 | 31 | 17 |
| 1 | 5 | 55.3 | 3 | 45 | 16 |
| 1 | 6 | 54.5 | 4 | .. | 15 |
| 1 | 7 | 53.7 | 5 | .. | 12 |
| 1 | 8 | 52.9 | 6 | .. | 10 |
| 1 | 9 | 52.1 | 7 | 30 | 8 |
| 1 | 10 | 51.4 | 10 | .. | 6 |

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T. A. GREGORY,
Asst. Supt.

M. FLAHERTY,
Trainmaster.

R. H. ANDERSON,
Trainmaster.

E. A. LEE,
Trainmaster.

R. W. HALL,
Trainmaster.

G. W. MINKEL,
Trainmaster.

J. A. SOVA,
Chief Dispatcher.