Minneapolis, St. Paul & Sault Ste. Marie RR. Co.

MINNESOTA DIVISION

TIME TABLE

No. 173

Superseding Time Table No. 172, dated Sept. 9, 1945

Taking Effect Sunday, Dec. 9th, 1945
At 12:01 A. M.

For the Information and Government of Employees only.

The Company reserves the right to vary the running of trains as circumstances may require.

B. G. CROSS, Superintendent
W. M. CHRISTEL, Supt. Transportation
E. D. JONES, General Superintendent
R. L. SIMPSON, General Manager

FARNHAM PRINTING & STATIONERY CO. MINNEAPOLIS

Minneapolis, St. Paul & Sault Ste. Marie RR. Co.

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MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROAD COMPANY

MINNESOTA DIVISION

TIME TABLE
No. 173

Superseding Time Table No. 172,
dated Sept. 9, 1945

Taking Effect Sunday, Dec. 9th, 1945, at 12:01 A. M.

For the Information and Government of Employes only.
The Company reserves the right to vary the running of trains as circumstances may require.

B. G. CROSS,	W. M. CHRISTEL,	E. D. JONES,	R. L. SIMPSON,
Superintendent	Supt. Transportation	General Superintendent	General Manager

FIRST SUBDIVISION—WEST

TIME TABLE No. 173
Sunday, Dec. 9th, 1945

*Use this column to determine mile post locations

*MILE POST LOCATIONS		(ACTUAL) Distance from Minneapolis	SEE RULE 6 (A)	1st CLASS 105 Passenger Dly.Ex.Sun	1st CLASS 109 Passenger Daily	1st CLASS 3 Passenger Daily	2nd Class 161 Mixed Dly.Ex.Sun	3rd CLASS 73 Freight Daily	3rd CLASS 77 Way Freight Mon.Wed.Fri	3rd CLASS 89 Freight Daily
	ST. PAUL		BDNKR		L 8.00 PM s 8.25 \8.40	L 9.40 PM s 10.10 \10.30				
	10.9									
	MINNEAPOLIS	0.0	BDNKR	L 8.35 AM						
	1.5									
	TRAINS BETWEEN ST. PAUL AND MINNEAPOLIS WILL BE GOVERNED BY C. M. ST. P. & P. RR. TIME TABLE									
	Trains between 14th Avenue North and 6th Avenue South will be governed by N. P. and M. & St. L. Time Table									
	Double Track: 14th AVE. NORTH (N. P. CONN.)	1.5	DNIJ VX	L 8.42 AM	L 8.47 PM	L 10.37 PM				
	1.6									
	Double Track: CAMDEN PLACE	3.1		8.55	9.00	10.50				
3.4	Double Track: SHOREHAM	5.4	BCDNHKOP RTUVWXZ					L 12.15 AM	L 7.00 AM	L 11.00 AM
1.9										
1.5	Double Track: Marshall St. N.E.	3.5	XY							
0.4	Aut'atic Block Signals									
1.1	CAMDEN PLACE	3.1	VX							
3.1	CAMDEN PLACE	3.1	DNJP RXY	8.55	9.00	10.50		L 12.25 AM	L 7.10 110 AM	L 11.10 AM
1.4										
4.5	HUMBOLDT YARD	4.5	WX	8.59	9.04	10.54		12.31	7.17	11.17
2.3										
6.8	CRYSTAL	6.8	DNIP							
0.4										
7.2	M. N. & S. JCT.	7.2	IV	9.03	9.08	10.58		12.37	7.25	11.22
8.3										
15.5	HAMEL	15.5		s 9.17	9.20	11.10		12.55	f 7.40	11.43
5.8										
21.3	LORETTO	21.3	DNHPW	s 9.28	9.27	11.17		1.07	s 7.55	11.54
5.2										
26.5	ROCKFORD	26.5	DP	s 9.36	9.33	11.23		1.17	s 8.15	12.03 PM
10.0										
36.6	BUFFALO	36.5	DNPW	s 9.50	9.45	s 11.38		1.35	s 8.45	12.22 78
7.9										
44.6	MAPLE LAKE	44.4	DP	s 10.03	9.55	11.50		1.48	s 9.05	12.35
6.3										
50.9	ANNANDALE	50.7	DP	s 10.13	10.02	11.57		2.00	s 9.25	12.48
4.9										
55.8	SOUTH HAVEN	55.6	CDNP WX	s 10.25 78	s 10.13	s 12.10 AM		2.15	s 9.45	1.05
5.2										
61.0	KIMBALL	60.8	DP	s 10.35	10.21	12.18		2.25	s 10.05	1.16
5.4										
66.4	WATKINS	66.2	DP	s 10.44	10.27	12.25		2.45 74	s 10.20	1.27
6.9										
73.3	EDEN VALLEY	73.1	DPW	s 10.55	10.36	12.33		2.55	s 10.35	1.39
9.3										
82.6	PAYNESVILLE	82.4	DNP	s 11.09 77	s 10.49	12.45		3.13	s 10.53 105 \11.40	1.55
1.7										
84.2	G. N. CROSSING	84.1	MV							
5.2										
89.5	REGAL	89.3	DPW	s 11.22	10.58	12.54		3.25	s 12.10 PM	2.07
4.0										
93.5	GEORGEVILLE	93.3		s 11.28					f 12.20	
4.2										
97.7	BELGRADE	97.5	DP	s 11.33	11.07	1.03		3.46 4	s 12.40	2.19 106
6.8										
104.5	BROOTEN	104.3	DNJPW XY	s 11.42	11.15	1.11 74	L 11.30 AM	4.05	s 1.40	2.34
7.8										
112.3	SEDAN	112.1		s 11.55	11.23	1.20	f 11.42	4.18	f 1.54 106	2.45
8.1										
120.3	GLENWOOD	120.2	BCDNKOPR TWXZ	s A 12.05 PM	As 11.32 PM	As 1.30 AM	A 11.55 AM	A 4.30 110 AM	A 2.15 PM	A 3.00 PM
				105	109	3	161	73	77	89

☛ Location of Train Order Delivery Device.

FIRST SUBDIVISION—EAST

TIME TABLE No. 173
Sunday Dec. 9th, 1945

Siding Capacity		Distance from Glenwood	1st CLASS 4 Passenger Daily	1st CLASS 110 Passenger Daily	1st CLASS 106 Passenger Dly.Ex.Sun	2nd Class 160 Mixed Dly.Ex.Sun	3rd CLASS 74 Freight Daily	3rd CLASS 78 Way Freight Tu.Thur.Sat.	3rd CLASS 90 Freight Daily	Distance from Portal
	ST. PAUL	131.1	A 7.15 AM	A 8.05 AM						560.3
	10.9									
	MINNEAPOLIS	120.2	6.45 / s 6.35	7.40 / s 7.27	A 5.30 PM					549.4
	1.5									
	TRAINS BETWEEN MINNEAPOLIS AND ST. PAUL WILL BE GOVERNED BY C. M. ST. P. & P. RR. TIME TABLE									
	Trains between 14th Avenue North and 6th Avenue South will be governed by N. P. and M. & St. L. Time Table									
	Double Track: 14th AVE. NORTH (N. P. CONN.)	118.7	A 6.24 AM	A 7.17 AM	A 5.18 PM					547.9
	1.6									
	Double Track: CAMDEN PLACE	117.1	6.12	7.10 77	5.07					546.8
Yard	Double Track: SHOREHAM	119.4					A 5.10 AM	A 2.00 PM	A 8.15 PM	
	1.9									
	D'ble Track: Marshall St. N.E.	117.5								
	0.4									
	CAMDEN PLACE — Auf'alic Block Signals	117.1								
Yard	CAMDEN PLACE	117.1	6.12	7.10 77	5.07		A 4.56 AM	A 1.45 PM	A 8.00 PM	546.3
	1.4									
231	HUMBOLDT YARD	115.7	6.06	7.08	5.02		4.53	1.42	7.57	544.9
	2.3									
	☛ CRYSTAL	113.4								542.6
	0.4									
	M. N. & S. Jct.	113.0	6.00	7.04	4.55		4.45	1.34	7.35	542.2
	8.3									
69	HAMEL	104.7	5.48	6.53	f 4.43		4.30	f 1.15	7.20	533.9
	5.8									
109	☛ LORETTO	98.9	5.40	6.45	s 4.35		4.20	f 1.00	7.10	528.1
	5.2									
89	ROCKFORD	93.7	5.32	6.39	s 4.25		4.10	f 12.45	7.00	522.9
	10.0									
103	☛ BUFFALO	83.7	5.18	6.27	s 4.11		3.48	s 12.22 PM 89	6.45	512.9
	7.9									
71	MAPLE LAKE	75.8	5.06	6.17	s 3.57		3.34	s 11.50	6.30	505.0
	6.3									
69	ANNANDALE	69.5	4.56	6.10	s 3.45		3.25	s 11.25	6.20	498.7
	4.9									
75	SOUTH HAVEN	64.6	4.46	6.00	s 3.33		3.15	s 10.55 / 10.15 105	6.01	493.8
	5.2									
68	KIMBALL	59.4	4.38	5.53	s 3.22		3.00	s 10.00	5.51	488.6
	5.4									
69	WATKINS	54.0	4.31	5.46	s 3.12		2.45 73	s 9.40	5.41	483.2
	6.9									
85	EDEN VALLEY	47.1	4.22	5.37	s 3.01		2.30	s 9.20	5.30	476.3
	9.3									
77	☛ PAYNESVILLE	37.8	s 4.09	5.26	s 2.46		2.10	s 8.50	5.10	467.0
	1.7									
	G. N. CROSSING	36.1								465.3
	5.2									
88	REGAL	30.9	3.56	5.17	f 2.32		1.45	s 8.25	4.52	460.1
	4.0									
	GEORGEVILLE	26.9			f 2.25			f 8.10		456.1
	4.2									
113	BELGRADE	22.7	3.46 73	5.08	s 2.19 89		1.30	s 7.55	4.40	451.9
	6.8									
122	☛ BROOTEN	15.9	f 3.37	5.00	s 2.07	A 6.30 AM	1.11 3	s 7.30	4.30	445.1
	7.8									
77	SEDAN	8.1	3.27	4.51	s 1.54 77	f 6.15	12.45	s 7.00	4.15	437.3
	8.1									
Yard	GLENWOOD	0.0	L 3.15 AM	L 4.40 73 AM	L 1.40 PM	L 6.00 AM	L 12.30 AM	L 6.45 AM	L 4.00 PM	429.2
			4	110	106	160	74	78	90	

☛ Location of Train Order Delivery Device.

SECOND SUBDIVISION—WEST

*MILE POST LOCATIONS	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	(ACTUAL) Distance from Minneapolis	1st CLASS					3rd CLASS				
			3	105	109			123	21	89		
			Passenger	Passenger	Passenger			Mixed	Way Freight	Freight		
			Daily	Dly. Ex. Sun.	Daily			Mon. Wed. Fri.	Tues. Thur. Sat.	Daily		
120.3	GLENWOOD	120.2	L 1.50 AM	L12.30 20 PM	L11.42 PM				L 7.30 AM	L 4.30 PM		
1.3												
121.6	WINNIPEG JCT.	121.5	1.53	12.33	A11.45 PM				7.35	4.38		
7.6												
129.3	LOWRY	129.1	2.04	s12.44					s 8.00	4.55		
5.7												
134.9	FARWELL	134.8	2.11	s12.52 106					s 8.15	5.05		
4.4												
139.3	KENSINGTON	139.2	2.17	s 1.00					s 8.30	5.15		
5.8												
145.2	HOFFMAN	145.0	2.25 4	s 1.10					s 9.00	5.25		
7.5												
152.7	BARRETT	152.5	2.35	s 1.22 90					s 9.20	5.40		
6.1												
159.4	G. N. CROSSING	158.6										
0.8												
160.2	ELBOW LAKE	159.4	s 2.49	s 1.35					s 9.45	5.55		
6.8												
167.1	WENDELL	166.2	2.58	s 1.45					s10.00	6.10		
10.1												
177.1	NASHUA	176.3	3.09	s 2.00					s10.25	6.25		
1.7												
178.9	G. N. CROSSING	178.0										
5.2												
184.1	TENNEY	183.2	3.17	s 2.10					s10.40	6.35		
7.3												
191.4	FAIRMOUNT	190.5	s 3.25	s 2.18				L 8.00 AM	s11.18 106	6.45		
3.8												
195.2	F. & V. JCT.	194.3	3.45	2.28				A 8.05 AM	11.46	6.50		
2.2												
197.4	OSWALD	196.5	3.48	2.31					f11.56 90	6.54		
8.2												
205.6	HANKINSON	204.7	s 4.15	s 2.45					A12.10 PM	7.15		
7.7												
213.3	MANTADOR(W 5.5 Mi E)	212.4	4.27	s 2.58						7.35		
6.9												
220.2	MOSELLE	219.3	4.35	3.08						7.45		
3.4												
223.6	WYNDMERE	222.7	s 4.40	s 3.13						7.50		
11.9												
235.5	McLEOD	234.6	4.59	s 3.29						8.07		
9.6												
245.1	VENLO	244.2	5.12	f 3.41						8.21		
3.8												
248.9	ANSELM	248.0	5.17	f 3.46						8.26		
3.7												
252.6	N. P. CROSSING	251.7	5.22	3.52								
4.7												
257.3	ENDERLIN	256.4	As5.30 AM	As4.00 PM						A 8.45 PM		
			3	105	109			123	21	89		

*Use this column to determine mile post locations

SECOND SUBDIVISION—EAST

Siding Capacity	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	Distance from Enderlin	SEE RULE 6 (A)	1st CLASS 106 Passenger Dly. Ex. Sun.	1st CLASS 4 Passenger Daily	1st CLASS 110 Passenger Daily	3rd CLASS 20 Way Freight Mon. Wed. Fri.	3rd CLASS 90 Freight Daily	3rd CLASS 122 Mixed Tues. Thur. Sat.	Distance from Portal
Yard	GLENWOOD	136.2	BCDNKOP RTWXZ	As 1.15 PM	As 3.00 AM	As 4 30 AM	A 12.20 105 PM	A 2.40 PM		429.2
	1.3									
	WINNIPEG JCT.	134.9	UV	1.12	2.56	L 4 25 AM	12.15	2.36		427.9
	7.6									
109	LOWRY	127.3	DP	s 1.01	2.45		s 12.01 PM	2.26		420.3
	5.7									
69	FARWELL	121.6	DP	s 12 52 105	2.38		s 11.50	2.15		414.6
	4.4									
87	KENSINGTON	117.2	DP	s 12.40	2.32		s 11.40	2.05		410.2
	5.8									
100	HOFFMAN	111.4	CDPWX	s 12.30	2 25 3		s 11.25	1.50		404.4
	7.5									
82	BARRETT	103.9	DP	s 12.18	2.08		s 11.00	1.22 105		396.9
	6.1									
	G. N. CROSSING	97.8	I							390.8
	0.8									
102	ELBOW LAKE	97.0	DNP	s 12.05 PM	s 1.55		s 10.45	1.05		390.0
	6.8									
84	WENDELL	90.2	DPW	s 11.55	1.48		s 10 30	12.55		383.2
	10.1									
69	NASHUA	80.1	DP	s 11.39	1.35		s 10.10	12.30		373.1
	1.7									
	G. N. CROSSING	78.4	M							371.4
	5.2									
69	TENNEY	73.2	DP	s 11.29	1.26		s 9.55	12.20		366.2
	7.3									
108	FAIRMOUNT	65.9	BCDNKPRUV XY	s 11.18 21	s 1.17		s 9.40	12.10 PM	A 10.50 AM	358.9
	3.8									
	F. & V. JCT.	62.1	P	11.08	1.00		9.05	11.59	L 10.40 AM	355.1
	2.2									
71	OSWALD	59.9		11.05	12.57		f 9.00	11.56 21		352.9
	8.2		BCDNJKPRT							
112	HANKINSON	51.7	UWX	s 10.53	s 12.46		L 8.45 AM	11.40		344.7
	7.7									
73	MANTADOR (W 5.5 Mi E)	44.0	DP	s 10.34	12.21			11.15		337.0
	6.9									
	MOSELLE	37.1		10.23	12.12			11.04		330.1
	3.4									
74	WYNDMERE	33.7	DPU	s 10.19	s 12.07 AM			10.59		326.7
	11.9									
93	McLEOD	21.8	DPW	s 10.02	11.49			10.40		314.8
	9.6									
	VENLO	12.2		f 9.49	11.37			10.25		305.2
	3.8									
83	ANSELM	8.4		f 9.43	11.32			10.20		301.4
	3.7									
	N. P. CROSSING	4.7	UV							297.7
	4.7									
Yard	ENDERLIN	0.0	BCDNKPRT WX	L 9.30 AM	L 11.20 PM			L 10.00 AM		293.0
				106	4	110	20	90	122	

WEST—THIRD SUBDIVISION—EAST

*MILE POST LOCATIONS	3rd CLASS 31 Way Freight Mon. Wed. Fri	3rd CLASS 89 Freight Daily	1st CLASS 107 Passenger Dly. Ex. Sun.	1st CLASS 3 Passenger Daily	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	Distance from Enderlin	SEE RULE 6 (A)	1st CLASS 108 Passenger Dly. Ex. Sun.	1st CLASS 4 Passenger Daily	3rd CLASS 90 Freight Daily	3rd CLASS 30 Way Freight Tue. Thu. Sat.	Distance from Portal
257.3	L 7.15 AM	L12.45 AM	L 6.40 AM	L 5.55 90 AM	256.4	Yard	ENDERLIN	0.0	BCDNKP RTWX	As 3.15 PM	As 10.55 PM	A 5.50 3 AM	A 1.35 PM	293.0
							8.0							
265.3	s 7.35	1.10	s 6.54	6.10	264.4	69	LUCCA	8.0	DU	s 3.01	10.43	5.30	s 1.20	285.0
							5.2							
270.5	s 7.50	1.20	s 7.02	6.19	269.6	70	FINGAL	13.2	D	s 2.50	10.35	5.04	s 1.05	279.8
							5.7							
276.2	f 8.05	1.40	f 7.10	6.26	275.3		CUBA	18.9	D	s 2.40	10.27	4.53	f12.50	274.1
							3.6							
279.8	8.15	1.50	7.15	6.31	278.9	66	SIDING NO. 280	22.5		2.33	10.22	4.45	12.40	270.5
							7.4							
287.1	s 9.00	2.20	s 7.35	s 6.49	286.3	107	VALLEY CITY	29.9	DNVW	s 2.19	s10.06	4.24	s12.01 PM	263.1
							13.7							
300.8	s 9.35	2.50	s 7.55	f 7.09	300.0	69	ROGERS (W 0.6 Mi W)	43.6	DUVWY	s 2.02	f 9.50	4.02	s11.30	249.4
							5.9							
306.7	f10.00	3.10	s 8.05	7.18	305.9	71	LEAL	49.5	D	s 1.52	9.42	3.50	f11.05	243.5
							8.2							
314.9	s10.20	3.35 90	s 8.17	7.30	314.1	68	WIMBLEDON	57.7	DMV	s 1.40	9.33	3.35 89	s10.45	235.3
							6.2							
321.1	s10.40	3.55	s 8.27	7.38	320.3	70	COURTENAY	63.9	D	s 1.30	9.26	3.20	s10.05	229.1
							9.6							
330.7	s11.00	4.15	s 8.39	s 7.50	329.9	70	KENSAL	73.5	CDWX	s 1.17	9.14	2.59	s 9.45	219.5
							13.0							
343.7	s11.50	4.50	s 8.59 30	8.10	342.9	47	BORDULAC	86.5	D	s12.55	8.55	2.12	s 8.59 107	206.5
							8.7							
352.4	s12.40 108 PM	5.20	s 9.15	s 8.36 30	351.6	66	CARRINGTON	95.2	DNWX	s12.40 31	s 8.44	1.55	s 8.36 3	197.8
							0.9							
353.3					352.5		N. P. CROSSING	96.1	UVX					196.9
							6.7							
360.0	f 1.00	5.40	f 9.28	8.48	359.2		LEMERT	102.8		f12.24	8.29	1.33	f 8.20	190.2
							7.5							
367.5	f 1.15	5.55	s 9.38	8.57	366.7	69	CATHAY	110.3	D	s12.14	8.21	1.20	s 8.09	182.7
							5.7							
373.2	s 1.35	6.05	s 9.47	9.04	372.4		EMRICK	116.0	D	s12.05 PM	8.14	1.10	f 7.45	177.0
							6.6							
379.8	s 2.00	6.15	s10.00	s 9.15	379.0	67	FESSENDEN	122.6	D	s11.54	s 8.06	1.00	s 7.30	170.4
							6.4							
386.2	s 2.25	6.25	s10.09	9.25	385.4	49	MANFRED	129.0	D	s11.44	sx 7.54	12.50	f 7.05	164.0
							10.2							
396.5	A 2.45 PM	A 6.45 AM 30	s A10.25 AM	As 9.40 AM	395.6	Yard	HARVEY	139.2	BCDNK RTWX	L11.30 AM	L 7.40 PM	L12.30 AM	L 6.45 AM 89	153.8
	31	89	107	3						108	4	90	30	

*Use these columns to determine mile post locations

Note: Symbol "sx" Indicates Regular stop EXCEPT SUNDAY: Flag stop SUNDAY

WEST—FIFTH SUBDIVISION—EAST

*MILE POST LOCATIONS	2nd CLASS 51 Mixed Dly. Ex. Sun.	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	Distance from Whitetail	SEE RULE 6 (A)	2nd CLASS 52 Mixed Dly. Ex. Sun.	Distance from Portal
540.4	L 2.00 PM	539.6		MONTANA JCT.	136.0	CY	A 1.00 PM	9.7
				9.9				
550.3	f 2.20	549.5	42	RIVAL	126.1		f12.40	19.6
				7.8				
558.1	s 2.45	557.3	34	COLUMBUS	118.3	D	s12.20 PM	27.4
				12.0				
570.1	s 3.15	569.3	34	KERMIT	106.3		s11.50	39.4
				11.4				
581.5	s 3.55	580.7	29	CROSBY (W 1.6 Mi W)	94.9	D	s11.20	50.8
				9.3				
590.8	s 4.25	590.0	33	AMBROSE	85.6	D	s10.40	60.1
				6.4				
597.2	s 4.40	596.4	38	COLGAN	79.2	D	s10.10	66.5
				7.7				
604.9	s 5.05	604.1	47	FORTUNA	71.5	CD	s 9.50	74.2
				6.5				
611.4	s 5.30	610.6	42	ALKABO	65.0	D	s 9.20	80.7
				8.8				
620.2	s 6.05	619.4	40	WESTBY	56.2	DW	s 9.00	89.5
				3.8				
624.0	s 6.20	623.2	35	McELROY	52.4	D	s 8.45	93.3
				6.1				
630.1	s 6.35	629.3		COMERTOWN	46.3	D	s 8.25	99.4
				8.0				
638.1	s 6.55	637.3	42	DOOLEY	38.3	D	s 8.05	107.4
				8.7				
646.8	s 7.15	646.0	42	RAYMOND	29.6	DW	s 7.45	116.1
				9.5				
656.3	s 7.45	655.5	40	OUTLOOK	20.1	CDY	s 7.20	125.6
				8.0				
664.3	f 8.10	663.5	32	DALEVIEW	12.1		f 7.00	133.6
				12.1				
676.4	As 8.40 PM	675.6	40	WHITETAIL	0.0	BDRWY	L 6.30 AM	145.7

WEST—FOURTH SUBDIVISION—EAST

*MILE POST LOCATIONS	3rd CLASS 89 Freight Daily	3rd CLASS 41 Way Freight Tue.Thu.Sat.	1st CLASS 107 Passenger Dly. Ex. Sun.	1st CLASS 3 Passenger Daily	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	Distance from Harvey	SEE RULE 6 (A)	1st CLASS 108 Passenger Dly. Ex. Sun.	1st CLASS 4 Passenger Daily	3rd CLASS 40 Way Freight Mon.Wed.Fri	3rd CLASS 90 Freight Daily	Distance from Portal
396.5	L 8.15 AM	L 7.00 AM	L10.40 AM	L 9.50 AM	395.6	Yard	HARVEY	0.0	BCDNK RTWX	As11.10 AM	As7.30 PM	A 2.20 PM	A11.45 PM	153.8
							9.2							
405.6	8.40	s 7.20	s10.55 108	10.02	404.8	100	MARTIN	9.2	D	s10.55 107	sx 7.15	s 2.00	11.25	144.6
							7.2							
412.8	8.55	s 7.50	s11.06	s10.12	412.0	51	ANAMOOSE	16.4	DW	s 10.45	s 7.05	s 1.45	11.10	137.4
							6.0							
418.75	9.05	8.00	11.15	10.20	418.0		JCT. W-418	22.4		10.37	6.52	1.32	10.52	131.4
							0.7							
419.5	9.07 41	s 8.05 3 10.35 108 89	s11.17 11.35	s10.22 41 108	418.7	88	DRAKE	23.1	BCDNJK RWXY	s10.35 41 10.15 3	s 6.50	s 1.30	10.50	130.7
							7.9							
427.4	9.30	s11.00	s11.48	10.32	426.6	52	BALFOUR	31.0	D	s10.05	sx 6.35	s12.55	10.05	122.8
							9.4							
436.8	9.53 108	s11.25	s11.59	10.43	436.0		BERGEN	40.4	D	s 9.53 89	f 6.22	s12.30	9.45	113.4
							5.8							
442.6	10.10	s 11.40 107 12.20 PM	s12.06 40 41 PM	10.50	441.8	100	VOLTAIRE	46.2	CDWXY	s 9.42	sx 6.13	s12.06 107 PM	9.30	107.6
							5.1							
447.6	10.30	s12.50	s12.20	s11.02 40	446.9	60	VELVA	51.3	D	s 9.31	s 6.00	s11.02 3	8.50	102.5
							6.0							
453.7	10.40 40	s 1.10	s12.30	11.10	452.9	69	SAWYER	57.3	D	s 9.23	f 5.50	s10.40 89	8.35	96.5
							6.2							
459.9	10.50	f 1.30	f12.39	11.17	459.1		LOGAN	63.5		f 9.14	5.40	f10.20	8.20	90.3
							7.1							
467.0	11.05 11.55 3	1.45	12.50	11.25 89	466.2	99	SIDING 466	70.6	X	9.05	5.31	9.50	8.00	83.2
							1.9							
468.9	12.05 PM	s 1.50 2.35	A s12.55 PM	s11.30 11.50	468.1	22	MINOT	72.5	BDNIKR VWXYZ	L 9.00 AM	s 5.16	s 9.10	7.10	81.3
							7.6							
476.5	12.35	f 3.00		sx12.05 PM	475.7	55	BURLINGTON	80.1	D		sx 5.06	f 8.40	6.50	73.7
							10.0							
486.5	1.05	s 3.25		sx12.20	485.7	99	FOXHOLM	90.1	DW		sx 4.51	s 8.15	6.30	63.7
							8.4							
494.9	1.30	s 3.50		sx12.34	494.1		CARPIO	98.5	D		sx 4.40	s 7.55	6.10	55.3
							9.3							
504.2	1.50	s 4.28 4		sx12.49	503.4	45	DONNYBROOK	107.8	D		sx 4.28 41	s 7.35	5.55	46.0
							14.6							
518.8	2.20	A 5.00 90 PM		s 1.15	518.0	70	KENMARE	122.4	BCDJK RTWX		s 4.09	L 7.00 AM	5.30 41	31.4
							6.5							
525.3	2.40			1.26	524.5	40	SPIRAL	128.9			3.54		5.00	24.9
							4.6							
529.9					529.1		G. N. CROSSING	133.5	M					20.3
							1.0							
530.9	3.05			s 1.35	530.1	45	BOWBELLS	134.5	D		s 3.47		4.50	19.3
							9.5							
540.4	3.34 4			s 1.47	539.6	75	FLAXTON	144.0	BCDJKR WXY		s 3.34 89		4.30	9.8
							9.8							
550.2	A 4.00 90 PM			As 2.20 PM	549.4	Yard	PORTAL	153.8	BCDNKR TVWX		L 3.10 PM		L 4.00 89 PM	0.0
	89	41	107	3						108	4	40	90	

*Use these columns to determine mile post locations

Note: Symbol "sx" Indicates Regular stop EXCEPT SUNDAY: Flag stop SUNDAY

WEST—SIXTH SUBDIVISION—EAST

*MILE POST LOCATIONS	3rd CLASS 123 Mixed Monday Wednesday Friday	(ACTUAL) Distance from Minneapolis	Distance from Fairmount	TIME TABLE No. 173 Sunday Dec. 9th, 1945	Distance from Grenville	SEE RULE 6 (A)	3rd CLASS 122 Mixed Tuesday Thursday Saturday
	L 8.05 AM	194.3	3.8	F. & V. JCT.	83.4	P	A10.40 AM
				6.8			
201.1	f 8.25	201.1	10.6	LaMARS (W 2.9 M. E.)	76.6	H	f10.10
				7.7			
208.8	s 8.50	208.8	18.3	ROSHOLT	68.9	D	s 9.51
				5.0			
213.8	s 9.10	213.8	23.3	VICTOR	63.9	D	s 9.32
				4.5			
218.3	s 9.25	218.3	27.8	NEW EFFINGTON	59.4	DW	s 9.20
				5.1			
223.4	s 9.40	223.4	32.9	HAMMER	54.3		s 9.00
				3.9			
227.3	s 9.55	227.3	36.8	CLAIRE CITY	50.4	D	s 8.50
				9.0			
236.3	s10.45	236.3	45.8	VEBLEN	41.4	CDY	s 8.23
				9.8			
246.1	s11.25	246.1	55.6	HILLHEAD	31.6	D	s 7.39
				8.0			
254.1	s11.53	254.1	63.6	LAKE CITY	23.6	DW	s 7.11
				7.8			
261.9	s12.21 PM	261.9	71.4	EDEN	15.8	D	s 6.46
				9.6			
271.5	s12.55	271.5	81.0	ROSLYN	6.2	D	s 6.14
				6.2			
277.7	A 1.20 PM	277.7	87.2	GRENVILLE	0.0	DRWY	L 5.50 AM

WEST—SEVENTH SUBDIVISION—EAST

*MILE POST LOCATIONS	2nd CLASS 251 Mixed Dly.Ex.Sun	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	SEE RULE 6 (A)	Distance from Bismarck	2nd CLASS 250 Mixed Dly.Ex.Sun	Distance from Max
205.6	L 5.45 AM	204.7	Yard	HANKINSON	BCDNJKP RTUWX	214.5	A 7.20 PM	306.2
				2.5				
208.1		207.2		G. N. CROSSING	U	212.0		303.7
				4.7				
212.8	f 6.10	211.9		STILES (W 4.5 Mi E)		207.3	f 6.52	299.0
				5.0				
217.8	s 6.25	216.9	32	LIDGERWOOD	D	202.3	s 6.36	294.0
				6.2				
224.0	f 6.41	223.1		GENESEO	D	196.1	f 6.20	287.8
				5.2				
229.2	f 6.52	228.3		RANSOM	W	190.9	f 6.08	282.6
				5.8				
235.0	f 7.05	234.1		PERRY		185.1	f 5.54	276.8
				6.4				
241.4	s 7.20	240.5	33	FORMAN	D	178.7	s 5.39	270.4
				7.0				
248.4	s 7.40	247.5		COGSWELL	D	171.7	s 5.18	263.4
				4.1				
252.6	f 7.50	251.6		NICHOLSON		167.6	f 5.08	259.3
				6.1				
258.6	f 8.02	257.7		HAMPLE		161.5	f 4.55	253.2
				5.3	CDTUV			
263.9	s 8.40	263.0	40	OAKES	WX	156.2	s 4.42	247.9
				2.9				
266.8		265.9		NORWAY		153.3		245.0
				5.0				
271.9	f 9.05	270.9		CLEMENT		148.3	f 3.50	240.0
				8.9				
280.7	s 9.32	279.8	45	FULLERTON	D	139.4	s 3.31	231.1
				7.9				
288.6	s 9.54	287.7	12	MONANGO CROSS'G	UV	131.5	s 3.11	223.2
				8.9				
297.5	s10.30	296.6	33	MERRICOURT (W. 4.7 Mi. E.)	D	122.6	s 2.51	214.3
				12.7				
310.2	s11.30	309.3	48	KULM	CDWXY	109.9	s 2.21	201.6
				7.1				
317.4	s11.57	316.4		FREDONIA	D	102.8	s 1.56	194.5
				5.8				
323.0	f12.12 PM	322.2		GUYSON		97.0	f 1.41	188.7
				7.5				
330.6	s12.35	329.7	48	LEHR	D	89.5	s 1.25	181.2
				10.4				
341.0	s 1.00 / 2.00 250	340.1	Yard	WISHEK	BCDJKR TWXY	79.1	s 1.00 / 12.05 PM 251	170.8
				10.0				
351.0	s 2.30	350.1		BURNSTAD	D	69.1	s11.40	160.8
				5.7				
356.7	f 2.50	355.8		PETERS		63.4	f11.20	155.1
				5.6				
362.3	s 3.25	361.4	33	NAPOLEON	CDW	57.8	s11.00	149.5
				10.0				
372.3	s 3.55	371.4		KINTYRE	D	47.8	s10.10	139.5
				6.9				
379.2	s 4.20	378.3		BRADDOCK	DW	40.9	s 9.50	132.6
				11.8				
391.3		390.1		N. P. CROSSING	U	29.1		120.8
				1.5				
392.5	s 5.00	391.6		MOFFIT	D	27.6	s 9.11	119.3
				6.0				
398.5	f 5.15	397.6		BRITTIN		21.6	f 8.56	113.3
				10.2				
408.7	f 5.40	407.8		STEWARTDALE		11.4	f 8.31	103.1
				9.2				
417.9		417.0		N. P. CROSSING	I	2.2		93.9
				1.0				
418.9	A 6.05 PM	418.0		BISMARCK JCT.		1.2	L 8.05 AM	92.9
				1.2				

•Use this column to determine mile post locations

Between Bismarck and Bismarck Jct., Trains will be governed by the Special Rule on Page 9.

420.1	A 6.20 PM	419.2	Yard	BISMARCK	BCDNKRJ TVWX	0.0	L 8.00 AM	91.7
	251						250	

WEST—EIGHTH SUBDIVISION—EAST

*MILE POST LOCATIONS	2nd CLASS 281 Mixed Dly.Ex.Sun	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday Dec. 9th, 1945	SEE RULE 6 (A)	Distance from Pollock	2nd CLASS 280 Mixed Dly.Ex.Sun	Distance from Bismarck
341.0	L 2.05 PM	340.1	Yard	WISHEK	BCDJKR TWXY	70.1	As11.30 AM	79.1
				10.5				
351.5	s 2.30	350.6		DANZIG		59.6	s11.00	89.6
				9.3				
360.8	s 3.20	359.9		ASHLEY	D	50.3	s10.40	98.9
				8.8				
369.6	s 3.50	368.7		VENTURIA	D	41.5	s10.15	107.7
				9.7				
379.3	s 4.20	378.4		MADRA	UV	31.8	s 9.50	117.4
				5.9				
385.2	s 4.35	384.3		ARTAS	D	25.9	s 9.30	123.3
				13.3				
398.5	s 5.10	397.6		HERREID	DW	12.6	s 9.00	136.6
				12.6				
411.1	As5.40 PM	410.2	Yard	POLLOCK	BCDRY	0.0	L 8.30 AM	149.2
	281						280	

SEE TIME TABLE RULE S-83 D-83: "BISMARCK JCT. IS THE INITIAL OR TERMINAL STATION FOR ALL TRAINS ON THE SEVENTH AND NINTH SUBDIVISIONS".

WEST—NINTH SUBDIVISION—EAST

*Use these columns to determine mile post locations

*MILE POST LOCATIONS	3rd CLASS 67 Way Freight Mon.Wed.Fri	1st CLASS 257 Passenger Dly.Ex.Sun	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday, Dec. 9th, 1945	SEE RULE 6 (A)	Distance from Max	1st CLASS 260 Passenger Dly.Ex.Sun	3rd CLASS 68 Way Freight Tue.Thur.Sat	Distance from Drake
420.1	L 7.00 AM	L 5.30 AM	419.2	Yard	BISMARCK	BCDNKR TVWX	91.7	A 4.30 PM	A12.50 PM	140.0

Between Bismarck and Bismarck Jct., Trains will be governed by the above Special Rule.

421.3	L 7.05 AM	L 5.33 AM	420.4		1.2 BISMARCK JCT.		90.5	A 4.23 PM	A12.45 PM	138.8
					9.4					
430.7	f 7.30	f 5.49	429.8		ARNOLD		81.1	f 4.05	f12.20	129.4
					7.4					
438.1	s 8.10	s 6.02	437.2		BALDWIN	DW	73.7	s 3.51	s12.01 PM	122.0
					9.5					
447.6	s 9.15	s 6.22	446.7	35	WILTON	DVXY	64.2	s 3.34	s11.30	112.5
					10.3					
457.9	f 9.45	f 6.40	457.0		MERIDA		53.9	f 3.12	f10.30	102.2
					7.0					
464.9	s10.45	s 6.59	464.0	25	WASHBURN	DWXY	46.9	s 3.01	s10.10	95.2
468.3			467.4		3.4 BITUMIA		43.5			91.8
					2.7					
471.0	s11.10	s 7.12	470.1		FALKIRK	D	40.8	s 2.46	s 9.40	89.1
					6.8					
477.8	s12.05 PM	s 7.27	476.9		UNDERWOOD	CD	34.0	s 2.35	s 9.20	82.3
					7.3					
485.1	s12.55	s 7.41	484.2		COLEHARBOR	D	26.7	s 2.19	s 8.55	75.0
					12.2					
497.3	s 1.59 260	s 8.04 68	496.4	41	GARRISON	DWXY	14.5	s 1.59 67	s 8.04 257	62.8
					14.5					
511.8	A 3.00 PM	A 8.30 270 AM	510.9	40	MAX	BCDHJ KRWXY	0.0	L 1.30 271 PM	L 7.15 AM	48.3
	67	257						260	68	

WEST—TENTH SUBDIVISION—EAST

*MILE POST LOCATIONS	3rd Class 291 Way Freight Mo Wed Fri	2nd CLASS 271 Mixed Dly. Ex. Sun	2nd CLASS 275 Mixed Dly. Ex. Sun	1st Class 259 Passenger Dly. Ex. Sun	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 173 Sunday Dec. 9th, 1945	SEE RULE 6 (A)	Distance from Drake	1st Class 258 Passenger Dly. Ex. Sun	2nd CLASS 270 Mixed Dly. Ex. Sun	2nd CLASS 274 Mixed Dly. Ex. Sun	3rd Class 290 Way Freight Mo Wed Fri
419.5	L 9.30 AM			L 11.35 AM	418.6	Yard	DRAKE	BCDNJKR WXY	0.0	A s 10.20 AM			A 6.00 PM
							8.4						
427.9	s 10.05 258			s 11.50	427.0		KIEF	D	8.4	s 10.05 291			s 5.30
							8.5						
436.4	s 10.35			s 12.05 PM	435.5	46	BUTTE	DW	16.9	s 9.50			s 5.05
							6.4						
442.8	s 10.50			s 12.18	441.9		KONGSBERG	D	23.3	s 9.37			s 4.40
							6.9						
449.7	s 11.05			s 12.33	448.8	30	RUSO (W 2.7 Mi W)	DW	30.2	s 9.24			s 4.20
							7.7						
457.4	s 11.40			s 12.53	456.5		BENEDICT	D	37.9	s 9.06			s 3.50
				s			10.4						
467.8	A 12.10 PM	L 1.30 259 260 PM		A 1.10 271 PM	466.9	40	MAX	BCDHJKR WXY	48.3	L 8.50 270 AM	A 8.30 257 258 AM		L 3.10 PM
							11.1						
478.9		s 2.05			478.0		DOUGLAS	DW	59.4		s 7.55		
							8.9						
487.8		s 2.35			486.9		RYDER	D	68.3		s 7.30		
							6.8						
494.5		s 2.55			493.7		MAKOTI	D	75.1		s 7.15		
							4.7						
499.3		A 3.07 PM			498.4	36	PRAIRIE JCT.	RY	79.8		L 7.00 AM		
499.3			L 3.07 PM		498.4		PRAIRIE JCT.	RY	79.8			A 3.40 PM	
							3.8						
503.1			As 3.20 274 PM		502.2		PLAZA	DW	83.6			L 3.30 275 PM	
499.3		L 3.40 PM			498.4		PRAIRIE JCT.	RY	79.8		A 7.00 AM		
							3.3						
502.6		s 4.00			501.7		WABEK	D	83.1		s 6.50		
							8.9						
511.5		s 4.30			510.6	29	PARSHALL	DW	92.0		s 6.25		
							10.6						
522.0		s 5.30			521.2		VAN HOOK	D	102.6		s 5.55		
							9.5						
531.6		A 6.00 PM			530.7	Yard	SANISH	BCDR WXY	112.1		L 5.30 AM		
	291	271	275	259						258	270	274	290

*Use this column to determine mile post locations

SPECIAL INSTRUCTIONS

Numbers shown opposite rules refer to corresponding rule in Consolidated Code of Operating Rules and General Instructions.

5. TIME APPLIES

At Hankinson, time of westward second subdivision trains applies at crossover switch, just east of junction switch, about 1,200 feet west of station.

Time of FIRST CLASS trains at Glenwood, Enderlin, Harvey, Portal and Max applies at station platform.

Leaving time at Enderlin of all eastward trains, except first-class, applies at crossover switch opposite treating plant.

6(A) ADDITIONAL SYMBOLS

U—railroad crossing not protected by interlocking, signals, or gates.

"sx"—Indicates "Regular Stop" **except Sunday: "Flag Stop" Sunday.**

☞ **Signifies the location of Train Order Delivery Devices.**

10(d). Amended.

White.....Flag stop. See Rule 28.

19. Amplified.

A train equipped to display a cupola light will display such light by night showing red to the rear; except when the train is clear of the main track, the cupola light will be concealed.

19(B) QUALIFIED

This does not apply to a crew at its final terminal yard where main track is used to dispose of the train.

24. INDICATORS

Engines are not equipped to display indications in the manner illustrated.

28. Qualified.

A white signal will be used to stop a train to receive traffic only at the flag stations indicated on its schedule. When necessary to stop a train for other purposes or at other stations, a red signal will be used.

S-72. SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class, EXCEPT

No. 275 is superior to No. 274.
No. 291 is superior to No. 290.
No. 89 is superior to No. 122.

S-83 D-83. INITIAL AND TERMINAL STATION

14th Ave. North is the initial or terminal station for schedules of first-class trains.

Camden Place is the initial or terminal station for all except first-class trains.

Bismarck Jct. is the initial or terminal station for all trains on the seventh and ninth subdivisions.

83(A) REGISTER STATIONS

As indicated by letter "R" in column provided—

Camden Place	All trains by card.
Fairmount	Sixth subdivision trains only.
Hankinson	Seventh subdivision trains, and No. 20 and No. 21.
Drake	First-class trains, and all trains for which Drake is initial or terminal station.
Minot	First-class trains only.
Kenmare	First-class trains, and all trains for which Kenmare is initial or terminal station.
Flaxton	First-class trains, and all trains for which Flaxton, or Montana Jct., is initial or terminal station.

83(B) CLEARANCE FORM A

Need not be obtained at initial stations designated below—

14th Ave. North,	Bismarck Jct.,
Winnipeg Jct.,	Prairie Jct.,
F & V Junction,	Plaza.

TURN AROUND STATION established by Form G, Example 3, train order, unless directed by train order to obtain clearance at this station.

ADDITIONAL CLEARANCE PROVISIONS

Westward trains operating into CMStP&P station, Minneapolis, must obtain clearance from operator in the telegraph office. This will not relieve such trains from also obtaining clearance at Camden Place as prescribed below.

Westward passenger trains must obtain clearance at Camden Place.

Westward trains originating at Shoreham must obtain clearance at Shoreham.

Westward trains, having obtained clearance at Shoreham, need not obtain clearance at Camden Place unless train order signal is displayed.

Unless otherwise provided the trains designated below must obtain clearance at:

Flaxton ..... No. 51
Bismarck..... No. 67, No. 250, No. 257

91(A) BLOCK RULES

(1) These rules are not to be construed as affecting the rights of any train under the time table or rules of the Operating Department. They do not relieve trainmen from the necessity of flagging; nor do they relieve employees from the full observance of general and special rules, special orders, instructions and bulletins governing the movement and protection of trains.

(2) Absolute Block means that but one train will be permitted to occupy a block.

(3) Permissive Block means that more than one train may be permitted to occupy a block when moving in the same direction, under restrictions prescribed by these rules.

♦(4) Train order signals will be used as block signals. When a train order signal is also used as block signal, a train may pass such signal at Stop-indication to make a station stop, to take fuel or water or to enter the siding in advance of the signal, provided the track is seen or known to be clear.

(5) All trains, unless moved under the authority of a Permissive Card, shall be spaced fifteen minutes.

(6) Trains following each other out of non-telegraph or closed block stations must keep 15 minutes apart.

(7) The operator will set his signal at "stop" immediately after a train has passed the signal and hold following trains until the expiration of the time-blocking period, unless such train is sooner released by the issuance of a Permissive Card, and a clearance on the signal, or the signal ordered to "clear" by the dispatcher on account of the train ahead having cleared the block. When a Permissive Card is issued its number must be placed on the clearance, recorded and handled as prescribed in Operating Rule 221(C) for all train orders.

(8) At Glenwood, Enderlin, Harvey and Portal the operator may report a train as having arrived at his station when he can see its markers, or when he has been advised by the conductor that the train has arrived.

At all other stations the operator must not report a train as having arrived at his station unless the markers of such train have cleared the signal, or the train is on the siding entirely in the clear and the operator has been so advised by the conductor. At such other stations, trains standing or switching on the main track must not be considered or reported as clear unless they have actually cleared the block.

(9) Trains having cleared a block must not re-enter such block except when protected as prescribed by Rule 99.

(10) An absolute block will be maintained between first class trains, between first class trains and passenger extras, and between passenger extras, except that a passenger train may proceed from the last block station on permissive card authority to close in at Glenwood, Enderlin, Harvey and Portal behind a passenger train ahead.

A light engine must not be permitted into a block that is occupied by a passenger train in the same direction except by train order authority. When a light engine is passed at a non-communicating station by a passenger train it must wait fifteen minutes, and then proceed at restricted speed to the next available point of communication.

(11) Permissive Cards may be used only by direction of the train dispatcher.

(12) When a train is to proceed under Permissive Card, the conductor and engineer must each have a card, Form 375, properly filled out and signed by the initials of the Superintendent.

(13) Permissive Cards will be designated by number and entered in train order book by dispatchers in regular numerical order with train orders. The number, time made O. K., and the Superintendent's initials must be endorsed on the face of the Permissive Card, which must be signed by the operator before it becomes effective.

Permissive cards may be annulled by train order.

(14) When the train dispatcher authorizes a Permissive Card, the authority for the operator to issue the card will be given in the following manner:

"Card No..... Train..... from..... to..... O. K. at.....M. A. B. C."

(15) When a passenger train is to proceed under permissive card, as prescribed in Paragraph (10) above, to close in at Glenwood, Enderlin, Harvey, and Portal behind a passenger train ahead, it must proceed at restricted speed from the yard limit sign to the station platform expecting to find the block occupied within those limits.

Under all other circumstances, when a permissive card is issued to any train, it must proceed at restricted speed through the entire block, expecting to find the block occupied by a train ahead; and when following a train carrying passengers must keep at least ten (10) minutes behind it.

(16) During stormy and foggy weather, conductors, engineers and operators must keep train dispatcher informed as to weather conditions in order that the dispatcher may direct the movement of trains in accordance with such conditions.

(17) During storms and fog, the following rules will be effective:

(a) Absolute Block will be maintained.

(b) No freight train may leave a station unless they have time to arrive and report their train clear at the first open station in advance before a following passenger train is due at the first open station in the rear.

(c) Trains folowing each other out of closed stations must keep 30 minutes apart and following trains must proceed at restricted speed.

♦ Note—A block indicated by clearance or train order signal as clear, does not indicate that the main track within yard limits is unoccupied. Within yard limits Rule 93 applies.

93. YARD LIMITS

SHOREHAM—One continuous yard from 600 feet east of Hilo Jct. to Northern Pacific connection at 14th Ave. North, and 5100 feet west of west siding switch of Humboldt Yard.

South Haven, from 4,500 feet east of east siding switch to 1,000 feet west of west siding switch.

Brooten, from 4,500 feet east of east siding switch to 4,000 feet west of west siding switch.

Glenwood, from 4,000 feet east of east lead switch to 4,000 feet west of Winnipeg Jct.

Hoffman, from 4,000 feet east of east siding switch, to 6,000 feet west of west siding switch.

Fairmount, from 4,000 feet east of east siding switch to 4700 feet west of the CMStP&P Crossing.

Hankinson, from 4,000 feet east of east siding switch on second subdivision to 5,000 feet west of G. N. crossing on second subdivision and to 5,950 feet west of west switch on seventh subdivision.

Enderlin, 4,500 feet east of east lead switch to 2,850 feet west of west lead switch.

Kensal, from 5,300 feet west of west siding switch to 2,000 feet east of east siding switch.

Carrington, from 1,000 feet east of east siding switch to 1,000 feet west of N. P. crossing.

Harvey, from 3,000 feet east of east switch to 3,000 feet west of west switch.

Drake, from 500 feet west of west wye switch on fourth subdivision to 1,683 feet east of Jct. W-418 on fourth subdivision, and to 500 feet west of the extreme west switch on tenth subdivision.

Voltaire, from 500 feet west of extreme west switch to 500 feet east of extreme east switch.

Minot, from 5,300 feet west of G. N. crossing to 500 feet east of the east switch of siding 466.

Kenmare, from 1,000 feet east of east siding switch to 3,000 feet west of roundhouse track switch.

Flaxton, from 3,000 feet east of east siding switch to 600 feet west of west wye switch.

Portal, to 3,000 feet east of east switch.

Oakes, from 3,000 feet east of east switch to 3,000 feet west of C. & N. W. transfer switch.

Kulm, from 2,000 feet east of east switch to 3,000 feet west of west switch.

Wishek, from 2,000 feet east of the east switch to 2,000 feet west of west wye switch on 7th Subdivision and to 2,000 feet west of wye switch on 8th subdivision.

Bismarck to Bismarck Jct.

Wilton, from 1200 feet east of the east wye switch to 1250 feet west of the west siding switch.

Washburn, 3,000 feet west of west switch to 3,000 feet east of east switch.

Garrison, from 3,400 feet east of East siding switch to 3,500 feet west of Stevens Mine switch.

Max, on ninth Subdivision from 500 feet east of wye switch. On tenth Subdivision from 1,500 feet east of east switch to 500 feet west of west wye switch.

Sanish to 500 feet east of east wye switch.

95. CLASSIFICATION SIGNALS

Trains displaying classification signals to Camden Place will continue same into Milwaukee Station and Shoreham.

98. RAILROAD GRADE CROSSINGS

NOTE: †Non-operating distant signals.
††Operating distant signals that do not indicate condition of the block in advance.

+Non-operating eastbound distant signal. Operating westbound distant signal does not indicate condition of the block in advance.

Location	Railroad	Signals
First Subdivision		
Crystal	G. N.	Interlocked
†1.7 miles west of Paynesville	G. N.	Auto. interlocked
Second Subdivision		
1.3 miles west of Glenwood	N. P.	Not interlocked
††0.8 mile east of Elbow Lake	G. N.	Interlocked
†1.7 miles west of Nashua	G. N.	Auto. interlocked
Fairmount	C. M. St. P. & P.	Not Interlocked
0.4 mile west of Hankinson	G. N.	Not Interlocked
Wyndmere	N. P.	Not Interlocked
3.7 miles west of Anselm	N. P.	Not Interlocked
Third Subdivision		
Lucca	N. P.	Not Interlocked
Rogers	N. P.	Not Interlocked
†0.4 mile east of Wimbledon	M. C.	Signalled
0.9 mile west of Carrington	N. P.	Not Interlocked
Fourth Subdivision		
+0.3 mile west of Minot	G. N.	Interlocked
†1 mile east of Bowbells	G. N.	Auto. interlocked
Seventh Subdivision		
2½ miles west of Hankinson	G. N.	Not interlocked
Oakes	C. & N. W.	Not interlocked
Monango Crossing	C. M. St. P. & P.	Not interlocked
1½ miles east of Moffit	N. P.	Not interlocked
†1 mile east of Bismarck Jct.	N. P.	Interlocked
Eighth Subdivision		
Madra	C. M. St. P. & P.	Not interlocked

99. PROTECTION

At Glenwood, for a distance of 193 feet between Winnipeg Jct. and the main track switch located 50 feet east of N. P. crossing at M. P. 121.56, the movement of first-class trains must be made at restricted speed.

At Winnipeg Jct., any eastward train on the time of a first-class train in the same direction from the adjoining division must leave a burning fusee at the junction switch, unless it has been ascertained that such train has passed.

99. FLAG PROTECTION

Flagman must leave the torpedoes when he returns to his train.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS AND AT END OF DOUBLE TRACK

Location	Switch lined for
Camden Place	
At end of double track	Westward track
West Wye Switch—(Junction)	Shoreham Line
M. N. & S. Jct.	Soo Line
Winnipeg Jct.	Minnesota Division
F. & V. Jct.	Second Subdivision
Hankinson	Second Subdivision
Jct. W-418	Minnesota Division
Kenmare	Minnesota Division
Montana Jct.	Fourth Subdivision
Wishek	Seventh Subdivision
Bismarck Jct.	Seventh Subdivision
Max	Ninth Subdivision
Prairie Jct.	Max-Sanish Line

105. SIDING CAPACITY

As listed opposite stations in time-table, 165' clearance has been allowed at each end of siding, 92' allowed for engine, and 34' for caboose. The capacity of siding is then based on 46' average car-length.

105. HUMBOLDT YARD SIDING

Siding at Humboldt Yard extends from Lyndale Ave. to west switch of Humboldt Yard.

200. TRAIN ORDER SIGNALS

At Brooten and Kenmare—Governs Minnesota Division trains only.

At Hankinson—Governs second subdivision trains only.

At Drake and Flaxton—Governs fourth subdivision trains only.

200. LIGHTS IN TRAIN ORDER SIGNALS

Where lights are not displayed on day-office train order signals, trains must positively ascertain position of the signal and be governed by the day indication.

Where the color light train order signal, as illustrated in Rules 200A, 200B and 200C (Figs. 2, 5 and 8), are in use, the absence of the light must be regarded as the most restrictive indication that can be given by that signal, as prescribed by Rule 27.

204(A) QUALIFIED

A copy of all train orders and clearance will be furnished the rear trainman only of special passenger trains whether operating as extra trains or as sections of first-class trains.

219. ISSUING AN ORDER TO A TRAIN AFTER A CLEARANCE HAS BEEN PLACED IN A TRAIN ORDER DELIVERY DEVICE FOR THAT TRAIN:

When it is desired to issue additional orders for delivery to a train that is to pick up its clearance card from a Train Order Delivery Device, the clearance and train orders that have been placed in the device for that train, must first be removed by the operator.

501. AUTOMATIC BLOCK

Trains and engines will be governed by automatic block signals between Camden Place and end of double track at Marshall Street N. E., and as to movements within these limits, the block signal indications supersede the superiority of trains.

523. LOCATION OF SPRING SWITCHES FACING POINT LOCKED. (See Speed Restrictions).

Loretto	East end of siding.
Eden Valley	West end of siding.

523. LOCATION OF SPRING SWITCH NOT FACING POINT LOCKED.

Marshall St., N. E.	West end of double track.

663. LOCATION OF DUAL CONTROL SWITCH

MN&S Jct. To operate this switch by hand be governed by Rules 628(B), 663(B), 663(C), and 663(D).

711. "Way freight", when so designated in its schedule, is authorized to carry passengers.

PROVISIONAL STOPS FOR REVENUE PASSENGERS

TRAIN No. 107

MILLERS' SPUR—on flag.

TRAIN No. 108

MILLERS' SPUR—on flag.

TRAIN No. 110

BROOTEN, BELGRADE, PAYNESVILLE, EDEN VALLEY, ANNANDALE and MAPLE LAKE—to discharge passengers from Thief River Falls and points north and west.

TRAINS Nos. 122 and 123

DAHLBERG—On flag.

ADDITIONAL STATIONS

	Spur Headed	(Actual) Distance from Minneapolis	Mile Post Locations
FIRST SUBDIVISION			
Spur No. 7	East	7.1	7.1
THIRD SUBDIVISION			
Miller's Spur	East	338.6	339.5
Spur No. 348	East	347.9	348.8
Spur No. 391	East	390.2	391.1
FOURTH SUBDIVISION			
Minot Gravel Pit	East	464.0	464.9
Spur No. 471	East	470.4	471.3
FIFTH SUBDIVISION			
Spur No. 547	East	546.6	547.4
Spur No. 553	East	552.2	553.0
Spur No. 562	East	561.5	562.3
Atcoal	(Siding)	563.2	564.0
Siding No. 568	(Siding)	567.4	568.2
Bounty	East	575.8	576.6
SIXTH SUBDIVISION			
Dahlberg	East	231.2	231.2
SEVENTH SUBDIVISION			
Spur No. 275	East	274.2	275.1
Pen Spur	West	417.1	418.0

LIST OF COMPANY SURGEONS

LOCATION	NAME	TITLE
Minneapolis	Dr. A. C. Strachauer	Chief Surgeon
Minneapolis	Dr. Frank R. Hirshfield	Associate Chief Surgeon
Minneapolis	Dr. L. C. Culligan	Assistant Chief Surgeon
Minneapolis	Dr. Walter E. Camp	Chief Oculist
Minneapolis	Walter S. Frank	Assistant Chief Oculist
Minneapolis	R. P. Neary	Local Surgeon
Minneapolis (Shoreham)	S. Brain	First Aid Attendent
St. Paul	Dr. E. M. Jones	Surgeon
St. Paul	Dr. R. O. Leavenworth	Oculist
Annandale	Dr. A. M. Ridgway	Surgeon
Eden Valley	Dr. D. C. O'Connor	Surgeon
Belgrade	Dr. Geo. Engstrom	Surgeon
Glenwood	Dr. Edward A. Eberlin	Surgeon
Hankinson	Dr. E. J. Belthon	Surgeon
Enderlin	Dr. G. Hendrickson	Examiner and Surgeon
Valley City	Dr. A. W. MacDonald	Surgeon
Valley City	Dr. A. C. MacDonald	Surgeon
Carrington	Dr. R. W. Meadows	Surgeon
Fessenden	Dr. D. W. Matthael	Surgeon
Harvey	Dr. A. F. Hammergren	Surgeon
Minot	Dr. A. L. Cameron	Examiner and Surgeon
Minot	Dr. G. S. Seiffert	Surgeon
Minot	Dr. A. D. McCannel	Oculist
Kenmare	Dr. David J. Halliday	Surgeon
Crosby	Dr. C. O. McPhail	Surgeon
Oakes	Dr. R. W. Van Houten	Surgeon
Kulm	Dr. F. W. Ferguson	Surgeon
Ashley	Dr. C. C. Campbell	Surgeon
Bismarck	Dr. F. B. Strauss	Examiner and Surgeon
Bismarck	Dr. M. W. Roan	Surgeon
Bismarck	Dr. W. L. Diven	Oculist
Garrison	Dr. R. H. Ray	Surgeon
Van Hook	Dr. W. E. Blatherwick	Surgeon
Wishek	Dr. J. H. Harrette	Surgeon

LIST OF COMPANY WATCH INSPECTORS

LOCATION	NAME	TITLE
St. Paul	The Ball Railroad Time Service	Chief Inspector
St. Paul	Northern Watch Co.	Inspectors
St. Paul	C. J. and H. W. Anderson	Inspectors
Minneapolis	Kaplan Jewelry Store	Inspectors
Minneapolis	Oscar Gustafson Co.	Inspectors
South Haven	Agent	Soo Line Station Agent
Glenwood	John Rygh	Inspector
Fairmount	Agent	Soo Line Station Agent
Hankinson	W. J. Chapin	Inspector
Enderlin	Agent	Soo Line Station Agent
Harvey	C. H. Nesbit	Inspector
Minot	Strass Bros. Jewelry & Gift Shop	Inspectors
Kenmare	E. H. Gross	Inspector
Flaxton	Agent	Soo Line Station Agent
Portal	S. A. Smith	Inspector
Wishek	Agent	Soo Line Station Agent
Bismarck	F. A. Knowles	Inspector
Max	Agent	Soo Line Station Agent

SPEED RESTRICTIONS

ALL SUBDIVISIONS	Miles Per Hour: Passenger	Freight or Mixed
Over SPRING SWITCHES which are FACING POINT LOCKED, in moving against the points when set to diverge or trailing through, except where specifically restricted to a slower speed ..... NOTE — Normal speed over these switches for facing point non-diverging movements is permissible. (See special rule below governing speed over SPRING SWITCHES that are not equipped with FACING POINT LOCK.)	25	25
Over SPRING SWITCHES which are not equipped with FACING POINT LOCK. NOTE — Except where a different speed is specifically prescribed these restrictions must be observed regardless of the position of the switch.	25	25
Through crossovers and through switches, except where another speed is especially prescribed.....	15	15
Approaching and passing "19" indication train order signal until rear of train has passed it, except where Train Order Delivery Devices are located	25	25
At stations where mail and newspapers are dispatched	25	
Disabled engines, and dead engines, with side-rods in position	25	25
Disabled engines with disconnected side-rods	15	15
Engines operating under steam with side-rods off and main-rods connected	15	15
Steam locomotives backing up hauling cars, or when running light.....	20	20
WHERE SUBDIVISION MAXIMUM SPEEDS ARE LESS, THEY WILL GOVERN.		

ADDITIONAL SPEED RESTRICTIONS ALL SUBDIVISIONS

Locomotive crane X-81, maximum speed as shown on each subdivision for trains handling pivoting machinery on its own wheels applies only when heavy end of crane is forward. Tender of crane must be ahead and trailer-flat behind crane. When lined up otherwise, handle only on special instructions.

Diesel engines may run at maximum speed in either direction, whether light or with cars.

Other than Diesel engines running forward without cars, or hauling only the caboose, or rider coach, must observe Speed Restrictions prescribed for freight and mixed trains.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight and mixed trains, unless otherwise provided.

Caution must be used in handling trains down grades and around curves, so that uniform rate of speed will be maintained.

FIRST SUBDIVISION	Miles Per Hour Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 3.2 to 82.6 — Between Humboldt Yard and Paynesville	55	50
MP 82.6 to 120.3 — Between Paynesville and Glenwood	60	50
EXCEPTIONS:		
MP 1.3—Over crossing at 26th Ave. North, Minneapolis	20	20
MP 1.8 — Approaching Lowry Ave., Minneapolis, from 1000 ft. in either direction	20	20
MP 1.8—Over Lowry Ave., Minneapolis	15	15
MP 1.8 to 3.1—On reverse curves between Lowry Ave., Minneapolis, and Camden Place	30	20
MP 3.1 to 3.5—Between Camden Place main track wye switches and spring switch near Marshall St. N. E., including Mississippi River Bridge	15	15
MP 3.15 to 3.93—Between and over the crossings of Lyndale and Humboldt Avenues North, Minneapolis	12	12
MP 6.8—Crystal, G. N. crossing, between home signals	35	35
MP 84.2—G. N. crossing, 1.7 Mi. W. of Paynesville, between home signals.	20	20
MP 120.2—Westward trains passing over first switch east of passenger station, Glenwood	25	25
TRAINS HANDLING ORE CARS: Containing ore, sand, gravel or rock Containing other material, or empty		25 30
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		25

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

SECOND SUBDIVISION	Miles Per Hour Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 120.3 to 257.3—Between Glenwood and Enderlin	60	50
EXCEPTIONS:		
MP 121.6—NP crossing, Winnipeg Jct.	Stop	Stop
MP 159.4—GN crossing, 4/5 Mi. E. of Elbow Lake, between home signals	35	35
MP 178.9—GN crossing, 1.7 Mi. W. of Nashua, between home signals	20	20
MP 191.4—CMStP&P crossing, at Fairmount	Stop	Stop
MP 206.1 — GN crossing, ½ Mi. west of Hankinson station	Stop	Stop
MP 211.3 to 211.9—Between Wild Rice River bridge (5½ Mi. W. of Hankinson), and west end of second curve at MP 211 (½ Mi. W. of the bridge)	45	35
MP 223.6—NP crossing, Wyndmere..	Stop	Stop
MP 252.6—NP crossing, 3.7 Mi. W. of Anselm	Stop	Stop
TRAINS HANDLING ORE CARS Containing ore, sand, gravel or rock Containing other material, or empty		25 30

2nd SUBDIVISION—Cont'd	Miles Per Hour Passenger	Freight or Mixed
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		25

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

THIRD SUBDIVISION	Miles Per Hour Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 257.3 to 396.5—Between Enderlin and Harvey	60	50
EXCEPTIONS		
MP 265.3—NP crossing, Lucca	Stop	Stop
MP 284.0 to 286.0 — Between Siding 280 and Valley City	45	35
MP 294.0 to 297.0 — Between Valley City and Rogers	45	30
MP 300.8—NP crossing, Rogers	Stop	Stop
MP 314.5—MC crossing, Wimbledon, about ½ Mi. E. of station, between home signals	20	20
MP 337.0 to 338.0 — Between Kensal and Bordulac, on reverse curves	45	30
MP 343.7—Bordulac, Train No. 4 when passing station	40	
MP 353.3—NP crossing, Carrington, 0.9 Mi. W. of station	Stop	Stop
TRAINS HANDLING ORE CARS Containing ore, sand, gravel or rock Containing other material, or empty		25 30
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		25

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

FOURTH SUBDIVISION	Miles Per Hour Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 396.5 to 550.2—Between Harvey and Portal	60	50
EXCEPTIONS		
MP 427.4—Balfour, train No. 4 passing mail crane	35	
MP 468.0 to 468.7—In Minot Yard, between 9th Street and 1st Street.	15	15
MP 469.2—GN crossing, Minot, 0.3 Mi. W. of station, between home signals Eastward Westward	20 35	20 35
MP 520.0 to 524.0—Between Kenmare and Spiral	45	35
MP 529.9 — GN crossing, Bowbells, one Mi. E. of station, between home signals	20	20
TRAINS HANDLING ORE CARS Containing ore, sand, gravel or rock Containing other material, or empty		25 30
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		25

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

Miles Per Hour

FIFTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 540.4 to 676.4—Between Montana Jct. and Whitetail	35	30
EXCEPTIONS		
TRAINS HANDLING ORE CARS		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		20

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

Miles Per Hour

SIXTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 194.3 to 208.8—Between F&V Jct. and Rosholt	30	30
MP 208.8 to 236.3—Between Rosholt and Veblen	25	25
MP 236.3 to 277.7 — Between Veblen and Grenville	20	20
EXCEPTIONS		
TRAINS HANDLING ORE CARS, loaded or empty		20
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		20

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

Miles Per Hour

SEVENTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 205.6 to 341.0 — Between Hankinson and Wishek	40	35
MP 341.0 to 379.2 — Between Wishek and Braddock	35	30
MP 379.2 to 420.1—Between Braddock and Bismarck	40	35
EXCEPTIONS		
MP 208.1—GN crossing, 2½ Mi. W. of Hankinson	Stop	Stop
MP 263.9—C & NW crossing at Oakes	Stop	Stop
MP 288.6 — CMStP&P crossing at Monango crossing	Stop	Stop
MP 391.0—NP crossing, 1½ Mi. E. of Moffitt	Stop	Stop
MP 419.1 — NP crossing, 1 Mi. E. of Bismarck, between home signals..	20	20
TRAINS HANDLING ORE CARS		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		20

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

Miles Per Hour

EIGHTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 341.0 to 360.4 — Between Wishek and Ashley	40	30
MP 360.4 to 384.8 — Between Ashley and Artas	35	25
MP 384.8 to 410.7—Between Artas and Pollock	40	30
EXCEPTIONS		
MP 378.9 — CMStP&P crossing at Madra	Stop	Stop
TRAINS HANDLING ORE CARS		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		20

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

Miles Per Hour

NINTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 420.1 to 438.1—Between Bismarck and Baldwin	40	35
MP 438.1 to 511.8 — Between Baldwin and Max	35	30
EXCEPTIONS		
TRAINS HANDLING ORE CARS		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		20

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

Miles Per Hour

TENTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED		
MP 419.5 to 436.4—Between Drake and Butte	40	35
MP 436.4 to 503.1—Between Butte and Plaza	35	30
MP 499.3 to 531.6 — Between Prairie Jct. and Sanish	40	35
EXCEPTIONS		
TRAINS HANDLING ORE CARS		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, as steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870..		20

See ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS, in regard to locomotive crane X-81.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

WESTWARD

FROM	TO	Class N-20	Class L-1 L-2 L-4 L-20	Class F-11 F-12 F-22 F-23	Class F-9 F-10 F-21	Class H-3	Class H-1 J
Tractive Power		63900	53900	43000	39500	36800	25600 32100
CAMDEN PLACE.	PAYNESVILLE ..	3000	2640	1900	1675	1500	1150
PAYNESVILLE	GLENWOOD. ...	4000	3630	2750	2400	2225	1700
GLENWOOD.	HANKINSON	4800	4400	3300	2900	2725	1950
HANKINSON	ENDERLIN	5760	5280	3800	3500	3275	2325
ENDERLIN ..	SIDING 280	3000	2640	1900	1675	1500	1150
SIDING 280 .	VALLEY CITY.	5760	5280	3800	3500	3275	2325
VALLEY CITY....	ROGERS	3000	2640	1900	1675	1500	1150
ROGERS.....	BORDULAC.....	4000	3630	2750	2400	2225	1700
BORDULAC...	HARVEY	4800	4400	3300	2900	2725	1950
HARVEY.....	DRAKE	4600	4180	3200	2750	2525	1850
DRAKE.....	BALFOUR	3900	3410	2600	2250	2050	1475
BALFOUR.....	KENMARE.....	4660	4180	3200	2750	2525	1850
KENMARE.....	SPIRAL	3100	2715	2000	1850	1675	1200
SPIRAL....	PORTAL	4560	4180	3200	2750	2525	1850
FLAXTON.....	DOOLEY	....	....	2750	2400	2225	1700
DOOLEY.....	WHITETAIL ..		....	1900	1675	1500	1150
FAIRMOUNT.....	ROSHOLT	....	....	2850	2500	....	1800
ROSHOLT	NEW EFFINGTON	....	....	1900	1775	....	1250
NEW EFFINGTON	HAMMERS.....		....	1600	1475		950
HAMMERS.....	VEBLEN....	....	....	2650	2300	....	1600
VEBLEN.....	HILLHEAD.....	....	....	800	725	....	425
HILLHEAD	GRENVILLE	....	....	1600	1475	....	950

EASTWARD

FROM	TO						
PORTAL.....	DRAKE.....	5040	4600	3400	3050	2850	2050
DRAKE	HARVEY	5280	4800	3500	3200	2975	2150
HARVEY	KENSAL	5520	5050	3625	3350	3125	2250
KENSAL.....	VALLEY CITY....	6760	6100	4400	4075	3800	2725
VALLEY CITY...	SIDING 280	2900	2530	1800	1700	1575	1125
SIDING 280.....	ENDERLIN	6760	6100	4400	4075	3800	2725
ENDERLIN	NASHUA	5760	5280	3800	3500	3275	2325
NASHUA	GLENWOOD....	5040	4600	3400	3050	2850	2050
GLENWOOD....	CAMDEN PLACE	5600	5050	3625	3350	3125	2250
WHITETAIL.....	DOOLEY	....	....	1700	1475	1300	1000
DOOLEY.....	FORTUNA	....	....	2650	2300	2125	1600
FORTUNA.....	CROSBY.....	....	....	2750	2400	2225	1700
CROSBY.....	COLUMBUS.....	....	....	3400	3050	2850	2050
COLUMBUS ...	FLAXTON....	....	....	3900	3600	3300	2400
GRENVILLE	ROSLYN	....	....	1325	1225	....	800
ROSLYN	LAKE CITY.....	....	....	1600	1475	....	950
LAKE CITY.....	HILLHEAD.....	....	....	1825	1675	....	1150
HILLHEAD	HAMMERS.....	....	....	2650	2300	....	1600
HAMMERS.....	ROSHOLT	....	....	3200	2750	....	1850
ROSHOLT.....	LaMARS	....	....	3700	3350	....	1950
LaMARS	FAIRMOUNT.....	....	....	5300	4800	....	2800

NOTE:

F-21 engines 2425 and 2427 have 170 pounds steam pressure haul 200 tons under rating.

Class L-3 (1030-1031-1032-1033) will handle 10% above rating shown for other L classes.

F-11, 12, 22, 23, H-3, 21, 22, 23 — Stoker equipped engines will handle 10% above shown rating.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

EASTWARD

FROM	TO	Class J H-1	Class F-20	Class F-8	Class F-9 F-10 F-21	Class F-11 F-12 F-22 F-23
Tractive Power		32100 25600	31000	38100	39500	43000
BISMARCK	BRADDOCK	1150	1150	1450	1525	1650
BRADDOCK	PETERS	1525	1600	1850	1950	2125
PETERS	WISHEK	1775	1800	2175	2300	2500
WISHEK	LEHR	1225	1225	1500	1575	1725
LEHR	GUYSON	1275	1275	1550	1600	1750
GUYSON	MERRICOURT	1900	1900	2325	2450	2700
MERRICOURT	OAKES	2275	2275	2800	2950	3225
OAKES	NICHOLSON	1900	1900	2325	2450	2700
NICHOLSON	GENESEO	2425	2425	2950	3125	3400
GENESEO	HANKINSON	2525	2525	3075	3225	3500
MAX	COLEHARBOR	1925	1925	2350	2475	2700
COLEHARBOR	WASHBURN	1500	1500	1850	1950	2150
WASHBURN	WILTON	1025	1025	1250	1300	1425
WILTON	ARNOLD	975	975	1500	1650	1900
ARNOLD	BISMARCK	3100	3200	3675	3850	4150
SANISH	PRAIRIE JCT.	1450	1500	1700	1775	1950
PRAIRIE JCT.	RYDER	1600	1600	1850	1950	2125
RYDER	RUSO	1800	1800	2200	2350	2600
RUSO	BUTTE	2475	2475	3000	3175	3450
BUTTE	DRAKE	2725	2725	3300	3500	....
POLLOCK	ASHLEY	1250	1250	1500	1575	....
ASHLEY	WISHEK	1675	1700	2025	2125	....

WESTWARD

FROM	TO					
HANKINSON	NICHOLSON	1675	1675	2025	2125	2350
NICHOLSON	OAKES	1250	1275	1500	1575	1725
OAKES	MERRICOURT	1500	1550	1850	1950	2125
MERRICOURT	WISHEK	1225	1250	1500	1550	1725
WISHEK	NAPOLEON	1400	1450	1700	1775	1950
NAPOLEON	BISMARCK	1600	1625	1900	2000	2200
BISMARCK	WILTON	1175	1200	1400	1500	1600
WILTON	UNDERWOOD	1275	1300	1575	1800	1950
UNDERWOOD	COLEHARBOR	1425	1500	1750	1850	2000
COLEHARBOR	MAX	1400	1400	1750	1900	2050
DRAKE	MAX	1300	1300	1575	1650	1800
MAX	RYDER	1525	1525	1850	1950	2150
RYDER	SANISH	1675	1700	2025	2125	2300
WISHEK	ASHLEY	1400	1400	1700	1800	....
ASHLEY	MADRA	1300	1300	1575	1650	....
MADRA	POLLOCK	1675	1675	2100	2125	....

NOTE:

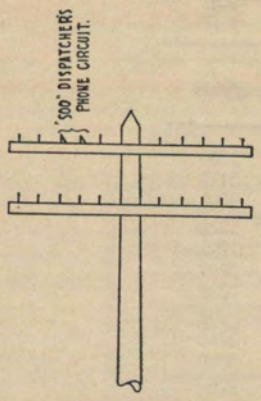
F-21 engines 2425 and 2427 have 170 pounds steam pressure haul 200 tons under rating.

Class L-3 (1030-1031-1032-1033) will handle 10% above rating shown for other L classes.

F-11, 12, 22, 23, H-3, 21, 22, 23 — Stoker equipped engines will handle 10% above shown rating.

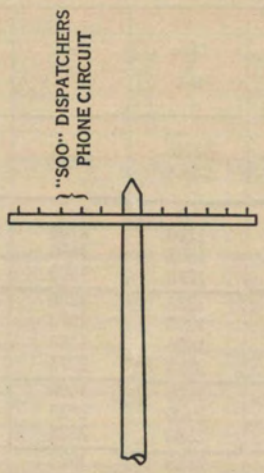
DIAGRAM SHOWING LOCATION OF TRAIN PHONE WIRES — MINNESOTA DIVISION

(Face in the direction named)



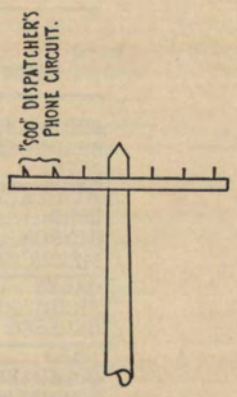
LOOKING WESTWARD

CAMDEN PLACE TO WINNIPEG JCT. (GLENWOOD)



LOOKING WESTWARD

WINNIPEG JCT. TO FAIRMOUNT (GLENWOOD)



LOOKING WESTWARD

FAIRMOUNT TO ENDERLIN

TRAIN DISPATCHERS, ENDERLIN, N. D.

C. T. HARTHO
G. H. FLYNN

R. B. SLOAN
C. D. BRAZEL
J. A. DEKAY

J. E. WORLITZ
V. O. HERZOG

N. F. JULIUS, Chief Train Dispatcher

I. L. FARDAL, Trainmaster
Enderlin, N. Dak.

B. G. CROSS, Superintendent
Enderlin, N. Dak.

Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour
M.S.	Miles	M.S.	Miles	M.S.	Miles	M.S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1

SAFETY

Safety should be the first consideration of every employee.

Every employee should report promptly any unsafe condition.