

### COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chf. Med. Officer	St. Paul, Minn.
Dr. Theodore Loken .....	Ada, Minn.
Dr. G. W. Clifford .....	Alexandria, Minn.
Dr. Leroy J. Larson .....	Bagley, Minn.
*Dr. Einar W. Johnson.....	Bemidji, Minn.
Dr. T. P. Groschupf.....	Bemidji, Minn.
*Dr. Carl Simison .....	Barnesville, Minn.
*Dr. C. H. Coombs .....	Cass Lake, Minn.
Dr. John F. Johanson .....	Cavalier, N. D.
*Dr. D. E. Stewart .....	Crookston, Minn.
Dr. C. G. Uhley .....	Crookston, Minn.
Dr. W. F. Sihler .....	Devils Lake, N. D.
Dr. John C. Fawcett .....	Devils Lake, N. D.
*Dr. Glenn W. Toomey .....	Devils Lake, N. D.
Dr. R. Donald McBane .....	Devils Lake, N. D.
Dr. A. N. Flaten .....	Edinburg, N. D.
Dr. G. W. Schossow.....	Erskine, Minn.
*Dr. V. G. Borland .....	Fargo, N. D.
Dr. G. Howard Hall .....	Fargo, N. D.
Dr. Matt J. Ehlen .....	Fargo, N. D.
Dr. Norman H. Baker .....	Fergus Falls, Minn.
Dr. George A. Sather.....	Fosston, Minn.
Dr. C. J. Glaspel .....	Grafton, N. D.
*Dr. Walter C. Dailey .....	Grand Forks, N. D.
*Dr. William T. Powers .....	Grand Forks, N. D.
*Dr. Harold Tarpley .....	Grand Forks, N. D.
*Dr. R. K. Helm .....	Grand Forks, N. D.
Dr. Peter Foderick .....	Hallock, Minn.
Dr. Robert W. McLean .....	Hillsboro, N. D.
Dr. N. J. Kaluzniak .....	Langdon, N. D.
Dr. C. O. Haugen .....	Larimore, N. D.
Dr. J. M. Muus .....	McVie, N. D.
Dr. R. C. Little .....	Mayville, N. D.
*Dr. L. H. Kermott .....	Minot, N. D.
Dr. John F. Zachman .....	Melrose, Minn.
Dr. Robert H. Delano .....	Northwood, N. D.
Dr. Henry A. Korda .....	Pelican Rapids, Minn.
Dr. J. L. Delmore, Jr. ....	Roseau, Minn.
*Dr. V. E. Neils .....	St. Cloud, Minn.
*Dr. G. H. Goehrs .....	St. Cloud, Minn.
*Dr. John C. Grant .....	Sauk Centre, Minn.
*Dr. Julian F. DuBois, Jr. ....	Sauk Centre, Minn.
Dr. C. H. Holmstrom .....	Warren, Minn.
Dr. Charles M. Burns .....	Winnipeg, Man.

\*Designates also Examining Surgeon.

### OPHTHALMIC SURGEONS

(Eye Doctors)

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

F. W. Lane, Asst. Superintendent.  
 M. G. Larson, Chief Dispatcher.  
 D. R. Smart, Master Mechanic.  
 D. H. Burn, Trainmaster.  
 T. C. Whitacre, Trainmaster.  
 F. E. Plante, Trainmaster.  
 B. M. Kunsman, Traveling Engineer.  
 J. D. Crowley, Traveling Engineer.

# GREAT NORTHERN RAILWAY COMPANY

## DAKOTA DIVISION

# TIME TABLE 135

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, September 27, 1964

E. C. COAN, Superintendent.  
 R. N. WHITMAN, General Manager.  
 H. J. SURLS,  
 General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS					Distance from Rice Jct.	Time Table No. 135 Effective Sept. 27, 1964 STATIONS	Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS				
	Sidings	Other Tracks	7	11	27	3	31						8	32	28	4	14
			Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily

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

82	53		L 10.47Pm	L 7.12Pm		L 9.25Am		6.17	RICE JCT.	241.97	IJPK	A 5.32Am		A 1.12Pm	A 6.04Pm	
90	136	24	11.02	7.20		9.30		14.34	ST. JOSEPH	235.80	DP	5.22		1.03	5.57	
96	53		11.08	7.34		9.42		20.38	AVON	227.63	DP	5.11		12.55	5.49	
102	125	45	11.13	7.40		9.47		26.66	ALBANY	221.59	DP	5.04		12.50	5.43	
108	81	82	11.18	7.46		9.52		32.62	FREEMONT	215.31	DP	4.56		12.45	5.37	
117	85	51	s 11.38	s 8.00		s 10.02		40.92	MELROSE	209.35	DP	4.49		12.40	5.31	
124	129	27	11.47	8.10		10.10		48.70	SAUK CENTRE ★	201.05	JDNXP	s 4.39		s 12.30	s 5.23	
130	56		11.52	8.15		10.15		54.50	WEST UNION	193.27	DP	4.25		12.20	5.11	
136	125	31	11.57	8.22		10.20		60.17	OSAKIS	187.47	DP	4.20		12.15	5.05	
141	81	119	s 12.03Am	s 8.29		s 10.25		65.77	NELSON	181.80	P	4.15		12.10	4.59	
148	128	23	12.18	8.46		10.36		72.33	ALEXANDRIA ★	176.20	DNP	s 4.06		s 12.03Pm	s 4.50	
154	69	42	12.23	8.51		10.41		78.08	GARFIELD	169.64	DP	3.50		11.53	4.39	
159	114	41	12.28	8.56		10.46		83.21	BRANDON	163.89	DP	3.45		11.48	4.33	
168	110	29	12.37	9.06		10.54		92.12	EVANSVILLE	158.76	DP	3.40		11.43	4.28	
174	69	32	12.45	9.14		11.01		99.82	ASHBY	149.85	DP	3.31		11.34	4.20	
187	62	240	s 12.57	s 9.26		s 11.12 <sup>28</sup>		110.93	DALTON	142.15	DP	3.23		11.26	4.12	
195	125	26	1.19	9.46		11.24		119.21	FERGUS FALLS ★	131.04	JPDNXP	s 3.09		s 11.12 <sup>3</sup>	s 3.59	
204	125	31	1.26	9.54		11.31		127.82	CARLISLE	122.76	DP	2.53		10.58	3.47	
210	22		1.32	10.00		11.37		134.00	ROTHSAY	114.15	DP	2.45		10.50	3.39	
217	132	414	s 1.43	s 10.10		s 11.46		141.81	LAWDALE	107.37	DP	2.39		10.43	3.32	
226	33		1.53	10.20		11.55		149.80	BARNESVILLE ★	100.16	BDNI JRXYP	s 2.30		s 10.33	s 3.23	
232	125	32	2.02	10.28		12.02Pm		156.36	BAKER	92.17	DP	2.17		10.23	3.12	
241	55	263	s 2.12	s 10.40		s 12.13		165.20	SABIN	85.61	DP	2.02		10.16	3.04	
242	Yard	1800	A 2.15	A 10.45Pm		A 12.17		166.25	MOORHEAD JCT.	77.63	DNIJRXYP	1.52	A 1.20Am	10.07	2.55	A 5.05Pm
242			L 2.25	L 10.45Pm		L 12.24		167.27	MOORHEAD	76.77	DNPXR	s 1.50	1.18	s 10.05	s 2.53	s 5.03
250	125	40	2.35			12.32		174.73	FARGO ★	75.72	XBDN IKR BJKOR XYZVP	L 1.47	L 1.15	L 10.02	L 2.50	L 5.00Pm
256	50	34	2.42			12.37		180.32	FARGO JCT. ★	74.70		A 1.37	A 1.01	A 9.52	A 2.40	
263	108	50	2.49			12.43		187.16	HARWOOD	67.24	DP	1.28	L 12.58Am	L 9.49Am	2.37	
269	125	79	2.55			12.48		193.45	ARGUSVILLE	61.65	DP	1.23			2.30	
281	214	162	f 3.07			s 12.59		205.27	GARDNER	54.81	DP	1.17			2.25	
289	78	36	3.14			1.06		213.12	GRANDIN	48.52	DP	1.12			2.14	
295	125	49	3.20			1.11		219.17	HILLSBORO ★	36.70	DP	f 12.58			s 2.04	
300	77	56	3.24			1.15		224.07	CUMMINGS	28.85	DP	12.49			1.56	
307	110	77	3.30			1.21		231.24	BUXTON	22.80	DP	12.44			1.51	
317			A 3.42Am			A 1.31Pm		241.97	REYNOLDS	17.90	DP	12.40			1.47	
			4.55	3.33	.22	4.06	.24		THOMPSON	10.73	DP	12.34			1.41	
			49.2	46.8	8.0	59.0	7.3		PA TOWER ★		RDNIJ XYP	L 12.22Am			L 1.31Pm	
												5.10	.22	3.23	4.33	.05
												46.8	8.0	49.4	53.2	35.3

CONDITIONAL STOPS

No. 3 stops at any station between Fargo and Grand Forks to pick up revenue passengers for points west of Minot where No. 27 is scheduled to stop.

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Cass Lake	Time Table No. 135 Effective September 27, 1964  STATIONS	Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS		
	Sidings	Other Tracks	(8)	(4)	3						(7)	4	(3)
			157	147	3						158	4	142
		Daily	Daily	Daily	Daily			Daily	Daily	Daily			
Y106	Yard	681					CASS LAKE.....★	CS	220.43	BJRDN KWXPYO			
Y 96	69	10				9.65	9.65 ROSBY		210.78	P JBDP			
Y 90	70	191				15.27	5.62 BEMIDJI	BM	205.16	WXVI			
Y 84	160	10				21.42	6.15 WILTON	N	199.01	DP			
Y 78	25					27.55	6.13 SOLWAY	SO	192.88	DP			
Y 72	69	26				33.75	6.20 SHEVLIN	VN	186.68	DP			
Y 65	75	131				40.45	6.70 BAGLEY	BY	179.98	DP			
Y 58	162	27				47.77	7.32 EBRO		172.66	P			
Y 45	70	118				60.81	13.04 FOSSTON	FO	159.62	DP			
Y 37	70	35				68.40	7.59 McINTOSH	MO	152.03	DP			
Y 31	72	37				74.45	6.05 ERSKINE	RS	145.98	DPI			
Y 24	71	34				81.10	6.65 MENTOR		139.33	P			
Y 17						87.84	6.74 TILDEN JCT.		132.59	PJVR			
Y 12	120	29				92.48	4.64 BENOIT		127.95	P			
A299	Yard					104.93	12.45 CROOKSTON YARD		115.50	IJPX JBDNK			
M 2						106.23	1.30 CROOKSTON FREIGHT.★	C	114.20	OPRXZ			
						108.23	2.00 CROOKSTON PSGR.		112.20	PR			
		62	L 11.21Pm				NOYES JCT.		112.65	JXYP	A 4.45Am		
M 2			s 11.26			108.23	45 CROOKSTON PSGR.		112.20	PR	s 4.44		
M10	150	51	11.38			117.35	9.12 FISHER	FH	103.08	DP	4.29		
M24	Yard		11.55			130.92	13.57 EAST GRAND FORKS	EA	89.51	DPX	4.14		
320	Yard		A 11.59Pm				0.79 GRAND FORKS.....★	GF	88.72	BDNKVP ORXZ	L 4.10		
317			L 12.17Am	L 1.15Pm	L 1.48Pm	131.71	2.58 PA TOWER.....★	PA	86.14	PRDNIJXY	A 3.47	A 1.03Pm	A 1.35Pm
335	154	40	A 12.22Am	A 1.29Pm	2.02	134.29	13.12 EMERADO	DO	73.02	DP	12.58	L 1.31Pm	
341	32				2.16	147.41	6.03 ARVILLA	RF	66.99	DP	12.44		
347	171	243			s 2.31	159.47	6.03 LARIMORE.....★	KI	60.96	BDNJKPXYR	s 12.30		
361	100	36			2.45	173.37	13.90 NIAGARA	NA	47.06	DP	12.13		
367	71	27			2.50	179.67	6.30 PETERSBURG	BE	40.76	DP	12.07		
373	175	32			f 2.57	185.43	5.76 MICHIGAN	HI	35.00	DP	f 12.01Pm		
383	168	200			s 3.10	195.83	10.40 LAKOTA.....★	B	24.60	JDNXPXY	s 11.49		
393	29				3.20	204.80	8.97 DOYON	DY	15.63	DP	11.35		
397	193	34			3.25	209.61	4.81 CRARY	CY	10.82	DP	11.30Am		
408	Yard				A 3.36Pm	220.43	10.82 DEVILS LAKE.....★	WS		BDNJKO VPRXYZ	L 11.17Am		
			1.01 26.1	.14 11.1	1.48 49.3		Time Over Subdivision Average Speed Per Hour				1.03 25.2	1.46 50.2	.04 38.7

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

#### 4 WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Fergus Falls	Time Table No. 135 Effective September 27, 1964	
			STATIONS	SIGNS
.....	.....	.....	.....	.....
.....	.....	0.13	..... FERGUS FALLS.....★	JPDNXI
.....	.....	.....	..... WEST N. P. RY. JCT.....	IJ

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

Station Numbers	Capacity of Tracks	Distance from Fergus Falls	Time Table No. 135 Effective September 27, 1964	
			STATIONS	SIGNS
.....	.....	0.34	..... EAST N. P. RY. JCT.....	J
L-21	59	21.75	..... PELICAN RAPIDS.....	D

#### WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from PA Tower	Time Table No. 135 Effective Sept. 27, 1964		Telegraph Calls	SIGNS
	Sidings	Other Tracks		STATIONS			
317	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1.49	..... PA TOWER.★	PA	RDNIJ XYPU	.....
.....	.....	.....	.....	..... N. P. Ry. Crossing.	.....	PU	.....
O-12	83	.....	12.01	..... MANVEL.....	MV	DP	.....
O-24	120	44	24.07	..... ARDOCH.....	HN	DPVU	.....
O-30	.....	114	30.21	..... MINTO.....	MT	DP BDPU	.....
O-39	87	324	39.09	..... GRAFTON.★	FN	JRXVY	.....
O-46	.....	88	45.58	..... AUBURN.....	AU	DP	.....
O-53	.....	184	53.22	..... ST. THOMAS.....	MS	DP	.....
O-59	.....	36	59.28	..... GLASSTON.....	NA	DP	.....
O-66	.....	33	66.23	..... HAMILTON.....	H	DP	.....
O-71	.....	51	71.36	..... BATHGATE.....	VD	DP BDP	.....
O-79	Yard	206	79.18	..... NECHE.....	CH	RWX	.....
.....	.....	.....	80.96	..... GREтна.....	N	DJP RYV	.....

#### WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Moorhead	Time Table No. 135 Effective September 27, 1964		Telegraph Calls	SIGNS
			STATIONS			
241	111	.....	..... MOORHEAD.....	MH	DNJXP	.....
P 54	30	8.56	..... KRAGNES.....	GS	D	.....
P 61	27	15.39	..... GEORGETOWN.....	WN	D	.....
P 68	29	22.03	..... PERLEY.....	PY	D	.....
P 74	50	28.02	..... HENDRUM.....	RH	D	.....
P 80	125	34.14	..... HALSTAD.....	SD	D	.....
P 87	43	41.68	..... SHELLY.....	S	D	.....
P 92	104	46.45	..... NIELSVILLE.....	NS	D	.....
P 97	44	52.00	..... CLIMAX.....	CX	D	.....
P103	53	57.90	..... ELDRED.....	RD	D	.....
.....	.....	66.49	..... M. N. JCT.....	.....	JXP	.....

#### WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Grafton	Time Table No. 135 Effective Sept. 27, 1964		Telegraph Calls	SIGNS
	Sidings	Other Tracks		STATIONS			
O-39	87	324	.....	..... GRAFTON.★	FN	BDPU JRXVY	.....
OA-7	.....	197	6.47	..... NASH.....	NA	D	.....
OA-14	66	120	13.66	..... HOOPLE.....	HO	D	.....
OA-18	.....	153	18.30	..... CRYSTAL.....	CT	D	.....
OA-24	.....	54	24.59	..... HENSEL.....	CA	D	.....
OA-32	.....	181	32.21	..... CAVALIER.....	CV	D	.....
OA-48	Yard	190	48.33	..... WALHALLA.....	WA	BDO RXY	.....

Westward trains are superior to eastward trains of the same class on the Third, Fourth, Fifth and Sixth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

**WESTWARD SEVENTH SUBDIVISION EASTWARD**

Station Numbers	Car Capacity		FIRST CLASS <b>7</b> Daily	Distance from Barnesville.	Time Table No. 135 Effective September 27, 1964		Telegraph Calls	SIGNS	FIRST CLASS <b>8</b> Daily
	Sidings	Other Tracks			STATIONS				
A225		92		7.80	BARNESVILLE. ★	D	BDNRY IJPX		
A235	41	31		17.47	DOWNER	DO	DP		
A242		38		24.15	GLYNDON	ND	DNIPV		
A250		34		31.99	EVERILL	A	DP		
					FELTON	FN	DP		
A255		43		39.09	BORUP	BO	DP		
A265	48	167		47.32	ADA	J	DP		
A282		52		64.34	BELTRAMI	DA	DP		
				79.57	M. N. JCT.		JX		
				80.23	CROOKSTON YARD		IJPX		

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

		62	L 4.45Am	83.16	NOYES JCT.		JPHY	A 11.21Pm
A313		34	f 4.59	95.41	EUCLID	CD	DP	f 11.05
A321		50	f 5.08	103.55	ANGUS	GU	DP	f 10.55
A329	50	90	s 5.24	112.03	WARREN. ★	W	DNIP	s 10.44
A339		125	s 5.37	121.84	ARGYLE	AG	DP	s 10.31
A348		189	s 5.51	130.29	STEPHEN	NE	DNP	s 10.20
A356		47	f 6.03	138.82	DONALDSON	AN	DP	f 10.06
A361		85	s 6.12	143.63	KENNEDY	KY	DP	s 10.00
A370	56	49	s 6.27	152.90	HALLOCK. ★	KA	DP	s 9.49
A376		40	6.36	158.45	NORTHCOTE	NC	DP	9.39
A383		34	f 6.45	165.11	HUMBOLDT	HU	DP	f 9.32
A391	Yard	78	A 7.00Am	173.16	NOYES	NY	BDNJK OPRXV	L 9.20Pm
			2.15 40.0		Time Over Subdivision Average Speed Per Hour			2.01 44.6

**Westward trains are superior to eastward trains of the same class on the Seventh and Eighth Subdivisions.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.**

**EIGHTH SUBDIVISION  
WESTWARD EASTWARD 5**

Station Numbers	Capacity of Tracks	Time Table No. 135 Effective September 27, 1964	Telegraph Calls	Distance from Tilden Jct.	SIGNS
N114	138	WARROAD	WD	115.30	BDRI XYV
N 92	98	ROSEAU	RU	93.91	D
N 79	51	BADGER	BA	80.91	D
N 70	65	GREENBUSH	GB	71.43	D
N 51	46	MIDDLE RIVER	MD	52.76	D
	9	500 LINE CROSSING		33.56	UX
N 31	119	THIEF RIVER FALLS	VR	30.45	DXVY
N 23	20	ST. HILAIRE	JO	23.25	D
N 13	83	RED LAKE FALLS	FA	13.00	D
		RED LAKE FALLS JCT.		10.90	JR

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

Y 17		10.90	TILDEN JCT.	JPRV
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6

## NINTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Car Capacity		Distance from Vance	Time Table No. 135 Effective Sept. 27, 1964 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
FS23				VANCE	JPYR	
R70	46		4.95	ARTHUR	AU DP	
R76	34		10.98	HUNTER	UN DP	
R87	42		21.66	BLANCHARD	CD DP	
R99	184		33.58	MAYVILLE	MV DP	
R103	19		38.52	PORTLAND JCT.	JPY	
S47	64		42.77	PORTLAND	RA DP	
R103	19			PORTLAND JCT.	JPY	
R110	184		45.02	HATTON	HT DP	
R118	179		53.51	NORTHWOOD	ND DP	
R125	44		59.78	KEMPTON	MT DP	
347	243		66.09	LARIMORE ★	BDNJK PRXY	

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

R-139	37		74.29	McCANNA	MC	D	
R-150	50		85.09	INKSTER	NS	D	
R-161	44		96.62	PISEK	P	D	
R-168	50	184	102.78	PARK RIVER	K	DY	
R-177	98		112.08	EDINBURG	BU	D	
R-189	41		124.65	MILTON	MN	D	
R-195	54		130.43	OSNABROCK	NB	D	
R-207	37	91	142.14	LANGDON	DN	D	
R-214	35		149.17	DRESDEN		D	
R-221	42		156.52	WALES		D	
R-228	26		163.23	HANNAH		DY	

## TWELFTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Capacity of Tracks	Distance from Lakota	Time Table No. 135 Effective September 27, 1964 STATIONS	Telegraph Calls	SIGNS
			LAKOTA		DNJXYPR
		8.61	SOO LINE CROSSING		U
VA-12	35	12.40	BROCKET	KO	D
VA-18	35	18.66	LAWTON	ON	D
VA-27	42	27.19	EDMORE	RD	D
VA-40	44	40.05	HAMPDEN	DN	D
		48.53	SOO LINE CROSSING		U
VA-53	44	52.44	MUNICH	MN	D
VA-60	34	59.88	CLYDE	CD	D
VA-66	36	65.83	CALVIN	VN	D
VA-73	45	72.69	SARLES	SA	DY

## TENTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Capacity of Tracks		Distance from Erie Jct.	Time Table No. 135 Effective Sept. 27, 1964 STATIONS	SIGNS
	Sidings	Other Tracks			
S15				ERIE JCT.	JPR
S20	27		1.63	ERIE	D
S31	35		12.37	GALESBURG	D
S36	29		17.79	CLIFFORD	D

## ELEVENTH SUBDIVISION

WESTWARDEASTWARD

Station Numbers	Car Capacity		Distance from Nolan	Time Table No. 135 Effective Sept. 27, 1964 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
FS41				NOLAN ★	W	DNJPR
T 16	84		1.53	PAGE	GE	DPX
T 23	34		8.65	COLGATE	CG	DP
T 29	60		14.92	HOPE	HO	DP
T 36	37		21.26	BLABON	BN	DP
T 44	55		29.25	FINLEY	FN	DP
T 50	38		35.75	SHARON	QN	DP
T 57	70	54	42.81	ANETA	NE	DP
T 62	30		47.79	KLOTEN	KN	DP
T 68	45		53.72	McVILLE	VI	DP
T 75	39		61.05	PEKIN	K	DP
T 81	40		66.81	TOLNA	N	DP
T 88	31		73.17	HAMAR	HM	DP
T 94	51		79.56	WARWICK	WA	DP
T101	44		86.84	TOKIO	KY	DP
T110	34		96.08	FORT TOTTEN	NR	DP
408	681		101.38	DEVILS LAKE ★	WS	BDNJK OPRVX YZU
FG12	69		113.48	WEBSTER	RS	D
FG24	84		125.39	STARKWEATHER	KT	D
FG40	32		141.02	OLMSTEAD	OM	DU
FG53	39		154.55	ROCK LAKE	RA	D
FG66	48		167.32	HANSBORO	HN	DY

Westward trains are superior to eastward trains of the same class on the Ninth, Tenth, Eleventh and Twelfth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

## ALL SUBDIVISIONS

## 1. SPEED RESTRICTIONS GENERAL.

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

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations.

Barnesville Jct. —Jct. switch.

Moorhead Jct. —Jct. switch.

Hillsboro —Both siding switches.

Gardner —Both siding switches.

30 MPH—On Main lines, when handling following equipment in trains not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations.

PA Tower —Jct. switches, First Sub-Division.

Both switches of crossover west of Interlocking station.

Moorhead Jct. —West switch of siding.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

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

## 2. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

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

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

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH.....	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH.....	All other diesel engine units.

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

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

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

5. Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

6. Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident, report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined in normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

7. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employees will be inspected by Division Officers, Rules Examiners and other designated officers.

Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are: Elgin, B. W. Raymond Model, 13/0 size, 23 jewels, Ball Official Standard wrist watch, 1604B, stainless steel, 13/0 Ligne, 21 jewels, Bulova Accutron Railroad Approved Model and Hamilton 505 RR Electric Special.

## 9. REGARDING CONSOLIDATED CODE RULE 103.

In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—In the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.

10. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.

11. Supplementing Rule 7(A) and 12 of the Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or

lantern signals, the employees involved will give or relay such signals directly to the engineer.

Effective immediately the last paragraph of Rule 7(A) of the Consolidated Code of Operating Rules is revised as follows:

"When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given, must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe."

## FIRST SUBDIVISION

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

### 2. SPEED RESTRICTIONS.

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

Moorhead Jct., all trains register by ticket.

Barnesville, register is for trains originating or terminating.

Fargo—Register is for First and Second class trains, mixed trains and passenger extras.

Fargo Jct.—Register is only for freight trains.

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

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

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

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

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

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

(e) At Fargo, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

### 5. SPEED TEST BOARDS.

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

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

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

Westward trains, between MP 83 and MP 84 between Harwood and Argusville.

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

### 6. SPRING SWITCHES WITH FACING POINT LOCK.

Fargo Jct., west yard switch.

Gardner, east and west siding switch.

Hillsboro, east and west siding switch.  
Normal position is for main track.

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

Rice Jct.  
Barnesville  
P. A. Tower  
Fargo  
Moorhead Jct.

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

### 8. MANUAL INTERLOCKINGS.

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

### 9. AUTOMATIC INTERLOCKINGS.

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

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

11. Diesel radiator and boiler water stations.

Sauk Centre  
Barnesville  
Fargo

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

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

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

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

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

## SECOND SUBDIVISION

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at:	20 MPH
Crookston Freight—N.P. Ry. Crossing.	
Bemidji.	
Erskine.	
P.A. Tower.	

Crookston—All trains over all Street crossings 15 MPH.

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

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

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



Larimore, Crossing signal circuits over Tower Avenue crossing (Highway #18) have now been extended 500 feet each way from the crossing on the siding. Signals will operate automatically for a through movement over the crossing but will clear after one minute if cars are left on either side of the crossing.

If time has run out and signals are clear, movements over the crossing must be made only under flag protection.

### 3. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

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

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

At Noyes Jct., the clearance under which No. 8 arrives will clear No. 157. The clearance under which No. 158 arrives will clear No. 7. Nos. 157 and 158 must obtain Clearance Form A at Grand Forks.

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

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

G.F. Switch .....0.26 miles West of PA Tower  
D.L. Switch .....1.26 miles West of PA Tower  
F.O. Switch .....1.20 miles East of PA Tower

### 6. SPRING SWITCHES WITHOUT FACING POINT LOCK.

Grand Forks, east switch of freight lead (just west of Fifth St.).

Normal position is for main track.

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

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

### 8. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks, 1, 2, 3 and 4; the 5th track is known as the freight lead.

Depot Lead at west crossover just west of coach yard must be kept clear for meeting and passing of trains.

The normal position of the switch at west end of crossover just west of Signal 107.8 about 1500 feet west of Grand Forks Passenger Depot will be lined for No. 1 track at Grand Forks passenger station. Eastward First Class Trains will use No. 1 track at Grand Forks Passenger Depot.

No. 3 and No. 147 will make back up movement from Grand Forks passenger station through the interlocking plant PA Tower.

Back up air brake hose equipped with whistle and valve will be applied at Grand Forks passenger station and crews of these trains will see that careful movement is made while backing up. Speed must be restricted to 15 MPH.

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

### 10. SPEED TEST BOARDS.

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

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

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

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

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

### 11. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

PA Tower, and Crookston Yard.

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

Whistle signals for routes, PA Tower:

First Subdivision .....2 long, 1 short.  
Second Subdivision .....1 long, 1 short.  
Fifth Subdivision .....1 long.  
Tower Track .....3 long, 1 short.  
Grand Forks Yard .....2 short, 1 long.

### 12. MANUAL INTERLOCKINGS.

Erskine .....MStP&SSM. RR. crossing

### 13. AUTOMATIC INTERLOCKINGS.

Bemidji .....N. P. Ry. crossing

Crookston Freight—N. P. Ry. Crossing, 2.37 miles east.

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

Grand Forks Devils Lake.

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

### 16. Lengby, Till Avenue Crossing, just west of depot and at McIntosh, Cleveland Avenue Crossing, 200 ft. east of depot:

Industry tracks do not include automatic road crossing protection and all train and engine movements over these crossings on industry tracks must be flagged by trainman on the ground.

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

### 17. To eliminate complaints regarding blocking of street crossings at Bemidji, in excess of the allowable ten (10) minutes, following instructions will govern:

When Train #413 has less than 95 cars, head end will stop to clear first crossing east of Mississippi River Bridge before setting out or picking up. When train consist is greater than 95 cars, head end will stop to clear Highway No. 71 crossing before making set out or pick up.

Other trains will arrange this work so that street crossings will not be blocked beyond the maximum ten (10) minute period.

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

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fergus Falls and Pelican Rapids .....		20 MPH
Moorhead and M.N. Jct. ....		35 MPH
P.A. Tower and Neche .....		40 MPH
Grafton and Walhalla .....		35 MPH
Barnesville and M. N. Jct. ....	59 MPH	49 MPH
M. N. Jct. and Noyes Jct. ....	55 MPH	40 MPH
Noyes Jct. and MP 57.2 two miles west of Donaldson .....	59 MPH	50 MPH
MP 57.2 two miles west of Donaldson and Noyes .....	50 MPH	40 MPH
Red Lake Falls Jct. and Warroad .....		30 MPH

### 2. SPEED RESTRICTIONS.

SD-7 engines between Grafton and Walhalla .....	25 MPH
Between Home Signals of Interlocking at: .....	20 MPH
Glyndon, Warroad, P.A. Tower	
Stephen, all trains over street crossings .....	15 MPH
Wye tracks at Warroad and Thief River Falls .....	5 MPH

**3. ENGINE RESTRICTIONS.**

Fifth and Sixth Subdivisions, engines in the series 550 thru 599 must not go in on Koehmstedt Spur Minto, M.R.T.J. Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.

**4. TRAIN REGISTER EXCEPTIONS.**

Tilden Jct. trains will register only when directed by train order to do so.

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

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

Rule 83(B) does not apply at Tilden Jct.

**6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Third Subdivision between East Northern Pacific Railway Jct. and Pelican Rapids also on Eighth Subdivision between Thief River Falls and Warroad. If it becomes necessary to operate a following train when there is still a train on these subdivisions, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.****7. Noyes, before going to Canadian Pacific yard, call up C. P. office and obtain clearance to enter their yard. When necessary to go to the west end of C. P. yard, stop at C. P. office and get switch key which must be turned in immediately upon return from that part of the yard. Crews going from G. N. yard to C. P. yard must not attempt to enter C. P. yard until they receive hand signal from the towerman.**

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

**8. SPEED TEST BOARDS.**

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

Westward trains, between MP 13 and MP 14 between Downer and Glyndon.

Eastward trains, between MP 81 and MP 80 between Humboldt and Northcote.

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

Barnesville.

**10. MANUAL INTERLOCKINGS.**

N. P. Ry. crossing .....Glyndon

**11. AUTOMATIC INTERLOCKINGS.**

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

**12. SEMI-AUTOMATIC INTERLOCKING.**

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

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

Crookston Frt.  
Hallock

**14. Normal position of west switch on west leg of wye, Noyes Jct., on the Seventh Subdivision, is lined for Second Subdivision.****15. Greta, within yard limits the main track may be used keeping clear of Canadian Pacific first and second class trains and sections thereof, proceeding at restricted speed, and when going to the wye to turn will head in at first switch south of the station unless you have information on the arrival of superior trains.****16. Nash—Cars left on team track should have at least one car length's clearance on Walsh County road No. 7, just east of No. 27 spot. Clearance should be checked from north side of track.****NINTH, TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS****1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Vance and Larimore .....	25 MPH
Hannah Jct. and Hannah .....	30 MPH
Erie Jct. and Clifford .....	20 MPH
Nolan and Devils Lake .....	35 MPH
Devils Lake and Hansboro .....	30 MPH
Sarles Jct. and Sarles .....	35 MPH

**2. SPEED RESTRICTIONS.**

Between Home Signals of Interlocking at Nolan .....	20 MPH
Park River—Do not exceed 10 MPH over crossings.	
Aneta—Do not exceed 20 MPH over Main Street crossing.	

**3. ENGINE RESTRICTIONS.**

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

**4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Ninth Subdivision between Vance and Larimore, Tenth Subdivision between Erie Jct. and Clifford, Eleventh Subdivision between Nolan and Hansboro, Twelfth Subdivision between Sarles Jct. and Sarles. If it becomes necessary to operate a following train when there is still a train on these Subdivisions, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.****5. MANUAL INTERLOCKINGS.**

Nolan.

**6. AUTOMATIC INTERLOCKING.**

Conway .....6.55 miles west of Inkster.

**SPEED TABLE**

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

NAME	LOCATION	Capacity Cars	SWITCH OPENS	NAME	LOCATION	Capacity Cars	SWITCH OPENS
<b>First Subdivision</b>				<b>Fifth Subdivision</b>			
Waldorf Paper Co. Spur	1 mile west of Rice Jct.	19	West End	Herriott	4.58 miles west of Minto	40	Both Ends
Collegeville	2.77 miles west of St. Joseph	6	West End	<b>Sixth Subdivision</b>			
Melby	4.72 miles west of Evansville	11	East End	Backoo	4.97 miles west of Cavalier	35	Both Ends
Chem-Gro Spur	0.70 miles east of the east siding switch Fergus Falls	6	West End	Leyden	10.41 miles west of Cavalier	35	Both Ends
Pyrofax Spur	1.3 miles east of east siding switch Fergus Falls	8	East End	<b>Seventh Subdivision</b>			
Chester Possehl Potato Whse.	2100 ft. east of Depot Baker	7	East End	Hadler	5.02 miles west of Ada	31	Both Ends
Fargo-Moorhead Asphalt Co.	0.8 mile east of Moorhead Jct.	10	West End	Lockhart	9.85 miles west of Ada	37	Both Ends
Kelso	6.10 miles west of Grandin	32	Both Ends	Greenview	5.97 miles west of Beltrami	24	Both Ends
Alton	2.38 miles west of Kelso	23	Both Ends	Shirley	4.99 miles west of Noyes Jct.	6	East End
Taft	3.68 miles west of Hillsboro	23	Both Ends	Roan	5.03 miles west of Angus	12	East End
Merrifield	4.92 miles west of Thompson	37	Both Ends	Beet track	½ mile west of Warren	87	Both Ends
Flaat	2.96 miles west of Merrifield	15	Both Ends	Luna	4.16 miles west of Warren	10	East End
<b>Second Subdivision</b>				Hill Siding	0.58 miles west of Northcote	16	Both Ends
Farris	4.13 miles west of Cass Lake	15	Both Ends	St. Vincent	1.87 miles east of Noyes	24	Both Ends
Airport Spur	2.25 miles west of Bemidji	19	West End	<b>Eighth Subdivision</b>			
Solar Gas	0.67 miles east of Mentor	56	Both Ends	Holt	9.96 mi. west of Middle River	35	Both Ends
Dugdale	0.90 miles east of Tilden Jct.	12	West End	Strathcona	10.26 miles west of Greenbush	23	Both Ends
Lengby	7.02 miles east of Fosston	23	Both Ends	Fox	6.17 miles west of Roseau	16	Both Ends
Benoit Pit	3.61 miles west of Benoit	157	West End	Salol	12.29 miles west of Warroad	15	Both Ends
Burwell	7.06 miles west of Benoit	38	Both Ends	Lyell Spur	3.80 miles west of Warroad	10	West End
Mallory	6.14 miles east of East Grand Forks	18	East End	<b>Ninth Subdivision</b>			
Powell	4.13 miles west of PA Tower	17	Both Ends	Greenfield	5.77 miles west of Hunter	30	Both Ends
Emerado Air Base Spur	½ mi. west of Emerado Depot	278	East End	Preston	8.51 miles west of Hunter	23	Both Ends
Mapes	4.69 miles west of Michigan	41	Both Ends	Murray	6.35 miles west of Blanchard	24	Both Ends
Bartlett	4.07 miles west of Lakota	36	Both Ends	Edison	2.99 miles west of Hannah Jct.	9	East End
Keith	5.61 miles west of Crary	21	Both Ends	Orr	6.57 miles west of McCanna	29	Both Ends
<b>Third Subdivision</b>				Conway	6.55 miles west of Inkster	26	Both Ends
Erhard	5.99 mi. east of Pelican Rapids	25	Both Ends	Kerry	5.43 miles west of Park River	25	Both Ends
Elizabeth	7.88 miles west of east N. P. Ry. Jct.	5	West End	Union	6.28 miles west of Edinburg	30	Both Ends
<b>Fourth Subdivision</b>				Easby	5.53 miles west of Osnabrock	30	Both Ends
Bingham	2.80 miles west of Moorhead	634	Both Ends	<b>Tenth Subdivision</b>			
Beet track	1 mile east of Hendrum	54	Both Ends	Pickert	2.96 miles west of Blabon	23	Both Ends
Girard	5.91 miles west of Eldred	15	Both Ends	Sweetwater	7.52 miles west of Devils Lake	24	Both Ends
Wilds	2.05 miles west of Girard	232	East End	Garske	5.30 miles west of Webster	21	Both Ends
				St. Joe	4.88 miles west of Starkweather	11	Both Ends
				Crocus	6.67 miles west of Olmstead	26	Both Ends
				<b>Eleventh Subdivision</b>			
				Derrick	6.70 miles west of Edmore	26	Both Ends
				Weaver	4.80 miles west of Hampden	16	Both Ends
				<b>Twelfth Subdivision</b>			

