

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. Leroy J. Larson	Bagley, Minn.
*Dr. Einar W. Johnson	Bemidji, Minn.
*Dr. Richard P. Groschupf	Bemidji, Minn.
*Dr. Carl Simison	Barnesville, Minn.
*Dr. C. H. Coombs	Cass Lake, Minn.
*Dr. D. E. Stewart	Crookston, Minn.
*Dr. Howard M. Wikoff	Crookston, Minn.
Dr. John C. Fawcett	Devils Lake, N. D.
*Dr. Glenn W. Toomey	Devils Lake, N. D.
*Dr. R. Donald McBane	Devils Lake, N. D.
Dr. A. N. Flaten	Edinburg, N. D.
*Dr. V. G. Borland	Fargo, N. D.
Dr. G. Howard Hall	Fargo, N. D.
Dr. Eusebio R. Mendoza	Fargo, N. D.
*Dr. Norman H. Baker	Fergus Falls, Minn.
Dr. George A. Sather	Foston, Minn.
Dr. C. J. Glaspel	Grafton, N. D.
*Dr. Walter C. Dailey	Grand Forks, N. D.
*Dr. William T. Powers	Grand Forks, N. D.
*Dr. Harold Tarpley	Grand Forks, N. D.
*Dr. R. K. Helm	Grand Forks, N. D.
Dr. Peter Foderick	Hallock, Minn.
Dr. Robert W. McLean	Hillsboro, N. D.
Dr. N. J. Kaluzniak	Langdon, N. D.
Dr. C. O. Haugen	Larimore, N. D.
Dr. J. M. Muus	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.

OPHTHALMOLOGISTS

(Eye Doctors)

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

W. R. Richter, Asst. Superintendent.
M. D. Rutsen, Chief Dispatcher.
M. J. Costello, Master Mechanic.
T. R. Jarnagin, Trainmaster.
R. D. Nelson, Trainmaster.
W. B. Fleisher, Trainmaster.
R. E. Jaeb, Traveling Engineer.
J. D. Crowley, Traveling Engineer.

GREAT NORTHERN RAILWAY COMPANY

DAKOTA DIVISION

TIME TABLE 145

EFFECTIVE 12:01 A. M.
CENTRAL STANDARD TIME

Thursday, August 15, 1968

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

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from Rice Jct.	Time Table No. 145 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from PA Tower	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	7	27	3	31						8	32	28	4
			Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily
TRAINS BETWEEN RICE JCT. AND ST. CLOUD ARE GOVERNED BY WILLMAR DIVISION TIME TABLE.															
07388			10.32 ^{pm}		9.25 ^{am}			.....RICE JCT.....	241.98	IJPY	A	4.43 ^{am}			A 8.14 ^{pm}
09070	56		10.39		9.31	6.18	.....ST. JOSEPH.....	235.80	JO	OP		4.31			8.07
09078	134	24	10.46		9.38	14.35	.....AVON.....	227.63	VN	OP		4.22			7.59
09084	68		10.51		9.43	20.39	.....ALBANY.....	221.59	BY	OP		4.16			7.53
09090	124	45	10.56		9.48	26.67	.....FRESPORT.....	215.31	FR	OP		4.09			7.47
09096	77	80	11.01		9.53	32.62	.....MELROSE.....	209.36	SU	OP		4.02			7.41
09104	43	123	s 11.21		s 10.04	40.93	.....SAUK CENTRE... 7.78	201.05	AU	JCYQPB	s	3.50			s 7.33
09112	126	26	11.30		10.12	48.71	.....WEST UNION... 5.79	193.27		P		3.35			7.21
09118	73		11.35		10.17	54.50	.....OSAKIS.....	187.48	KS	OP		3.29			7.15
09124	125	31	11.40		10.22	60.18	.....NELSON.....	181.80		P		3.23			7.09
09128	80	148	s 11.46		s 10.27	65.77	.....ALEXANDRIA... 5.59	176.21	RA	CPQ	s	3.18			s 7.00
09136	125	23	12.01 ^{am}		10.38	72.33	.....GARFIELD.....	169.65	G	OP		3.10			6.49
09141	67	42	12.06		10.43	78.08	.....BRANDON.....	163.90	BN	OP		3.05			6.43
09147	112	42	12.11		10.48	83.21	.....EVANSVILLE... 5.13	158.77	NS	OP		3.00			6.38
09155	108	29	12.20		10.56	92.12	.....ASHBY.....	149.86	B	OP		2.51			6.30
09163	66	32	12.28		11.03	99.83	.....DALTON.....	142.15	DO	OP		2.43			6.22
09175	49	252	s 12.40		s 11.16	110.93	.....FERGUS FALLS.. 8.29	131.05	GB	JPQCYA	s	2.33			s 6.09
09183	125	26	12.55		11.26	119.22	.....CARLISLE.....	122.76	CA	OP		2.23			5.57
09191	125	31	1.05		11.35	127.82	.....ROTHSAY.....	114.16	RT	OP		2.15			5.49
09198	25		1.12		11.42	134.60	.....LAWDALE.....	107.38	WN	OP		2.09			5.42
09205	129	423	s 1.30		s 11.52	141.79	.....BARNESVILLE... 7.19	100.19	D	OP CBIT JRYPQ	s	2.01			s 5.30
53707	39		1.37		12.01 ^{pm}	149.81	.....BAKER.....	92.17	BK	OP		1.50			5.18
53714	125	33	1.43		12.09	156.37	.....SABIN.....	85.61	SB	OP		1.43			5.11
10041			1.50	28 1.25 ^{pm}	12.19	164.35	.....MOORHEAD JCT.. 7.98	77.63	MJ	CYQIJRP		1.22	A 31 1.12 ^{am}	A 27 1.25 ^{pm}	5.04
10044	51	251	s 1.52	s 1.28	s 12.22	165.21	.....MOORHEAD.....	76.77	MH	OYPR	s	1.20	1.03	s 1.13	s 5.03
10047	Yard	1866	1.55	1.35	A 12.30 ^{pm}	166.26	.....FARGO.....	75.72	FO	WCB QIKRY		1.17	1.00	1.10	5.00 ^{pm}
10049			2.06	1.53	A 1.33 ^{am}	167.28	.....FARGO JCT.....	74.70		QBJKR TYZP		1.05	12.50	1.00	
10053	125	40	2.13	2.01		174.74	.....HARWOOD.....	67.24	WD	OP		12.53	12.46 ^{am}	12.57	
10059	48	34	2.18	2.06		180.33	.....ARGUSVILLE... 5.59	61.65	SI	OP		12.44		12.49	
10060	107	50	2.24	2.11		187.17	.....GARDNER.....	54.81	GA	OP		12.39		12.44	
10072	125	78	2.29	2.16		193.46	.....GRANDIN.....	48.52	GN	OP		12.33		12.38	
10084	212	163	f 2.42	s 2.27		205.28	.....HILLSBORO.....	36.70	HS	OPQ	f	12.27		12.32	
10092	76	36	2.50	2.36		213.13	.....CUMMINGS.....	28.85		P		12.03 ^{am}		12.10	
10098	125	49	2.57	2.41		219.18	.....BUXTON.....	22.80	BU	OP		11.57		12.04 ^{pm}	
10103	75	63	3.03	2.45		224.08	.....REYNOLDS.....	17.90	RD	OP		11.52		11.59	
10110	108	79	3.13	2.52		231.25	.....THOMPSON.....	10.73	ON	OP		11.45		11.52	
05299			A 3.26 ^{am}	A 3.01 ^{pm}		241.98	.....PA TOWER.....		PA	OP QRIJ CYPT		11.35 ^{pm}		11.40 ^{am}	
			4.54 49.3	1.36 48.5	3.05 53.9	.21 8.3	Time Over Subdivision Average Speed Per Hour					5.08 47.3	.26 6.7	1.45 44.3	3.14 51.4

CONDITIONAL STOPS

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		FIRST CLASS			Distance from Cass Lake	Time Table No. 145 Effective August 15, 1968	Telegraph Calls	Distance from Devils Lake	SIGNS	FIRST CLASS		
	Sidings	Other Tracks	(8)	(28)	27						(7)	28	(27)
			157	147							158		142
			Daily	Daily	Daily	STATIONS			Daily	Daily	Daily		
05163	Yard	551					CASS LAKE	CS	220.77	KBJRTCQPY			
05172	67	11				9.65	ROSBY		211.12	P			
05178	68	192				15.27	BEMIDJI	BM	205.30	YAJPO			
05184	157	11				21.42	WILTON		199.35	P			
05190		25				27.55	SOLWAY		193.22	P			
05196	67	27				33.75	SHEVLIN		187.02	P			
05203	74	82				40.45	BAGLEY	BY	180.32	OP			
05211	159	28				47.77	EBRO		173.00	P			
05224	68	120				60.81	FOSSTON	FO	159.96	OPQ			
05231	175	35				68.40	McINTOSH	MO	152.37	OP			
05237	71	37				74.45	ERSKINE	RS	146.32	OPI			
05244	68	34				81.10	MENTOR		139.67	P			
05251						87.99	TILDEN JCT.		132.78	PJR			
05255	175	29				92.49	BENOIT		128.28	P			
05270	Yard					104.93	CROOKSTON YARD		115.89	IJPY			
05272						106.91	CROOKSTON FREIGHT	C	113.86	QJBKFPZYC			
						108.55	CROOKSTON PSGR.		112.22	PRY			
09288	62		10.24pm				NOYES JCT.		112.63	TJYP	A 4.30Am		
05272			10.29			108.55	CROOKSTON PSGR.		112.22	PRY	s 4.29		
05280	150	50	10.40			117.70	FISHER	FH	103.07	OP	4.14		
05294	Yard		10.55			131.27	EAST GRAND FORKS	EA	89.50	OPY	4.00		
05296	Yard		11.00			132.06	GRAND FORKS	GF	88.71	WCBKPQFRZY	3.54		
05299			11.30	28 11.25Am	142 3.20Pm	134.64	PA TOWER	PA	86.13	PRQCTIJY	3.30	A 11.10Am	A 3.05Pm
05310	151	40	A 11.35Pm	A 11.40Am	3.34	134.64	EMERADO	DO	73.07	OP	3.26Am	11.01	3.01Pm
05316		37			3.48	147.70	ARVILLA	RF	66.98	OP		10.46	
05323	182	190			s 4.04	159.82	LARIMORE	KI	60.95	QTJKPYRO		s 10.32	
05336	174	36			4.18	173.72	NIAGARA	NA	47.05	OP		10.17	
05343		27			4.24	180.02	PETERSBURG	BE	40.75	OP		10.11	
05348	174	29			f 4.31	185.77	MICHIGAN	HI	35.00	OP		f 10.06	
05359	174	207			s 4.43	196.18	LAKOTA	B	24.59	JTQPYO		s 9.55	
05368		27			4.52	205.15	DOYON	DY	15.62	OP		9.44	
05373	192	34			4.57	209.95	CRARY	CY	10.82	OP		9.40	
05384	Yard				A 5.10Pm	220.77	DEVILS LAKE	WS		BWCFTQJKPRYZU		9.30Am	
			1.11	.15	1.50		Time Over Subdivision				1.04	1.40	.04
			22.3	10.3	48.3		Average Speed Per Hour				24.8	53.2	88.7

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

4 WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Fergus Falls	Time Table No. 145 Effective August 15, 1968	
			STATIONS	SIGNS
09175	.....	.....	.....FERGUS FALLS.....	JPQCYA
53601	.....	0.73	.....WEST N. P. RY. JCT.....	IJ
TRAINS BETWEEN EAST N. P. RY. JCT. AND WEST N. P. RY. JCT. ARE GOVERNED BY NORTHERN PACIFIC TIME TABLE.				
53602	.....	0.94	.....EAST N. P. RY. JCT.....	J
53622	67	22.35	.....PELICAN RAPIDS.....	O

WESTWARD FIFTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from PA Tower	Time Table No. 145 Effective August 15, 1968		Telegraph Calls	SIGNS
	Sidings	Other Tracks		STATIONS			
05299	.....	.....	.....	.....PA TOWER.....	PA	RIJQYPC	
.....	.....	.....	1.49	.....N. P. Ry. Crossing.....	.....	PU	
55512	.....	82	12.01	.....MANVEL.....	MV	OP	
55524	100	43	24.07	.....ARDOCH.....	HN	OPU	
55530	.....	144	30.21	.....MINTO.....	MT	OP	
55539	87	360	39.09	.....GRAFTON.....	FN	TBPUQJRYO	
55546	.....	36	45.58	.....AUBURN.....	AU	OP	
55553	.....	192	53.22	.....ST. THOMAS.....	MS	OP	
55559	.....	36	59.28	.....GLASSTON.....	NA	OP	
55566	.....	36	66.23	.....HAMILTON.....	H	OP	
55571	.....	50	71.36	.....BATHGATE.....	VD	OP	
55579	Yard	125	79.18	.....NECHE.....	CH	POY	
55581	.....	.....	80.96	.....GRETNA.....	N	OJPRT	

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Moorhead	Time Table No. 145 Effective August 15, 1968		Telegraph Calls	SIGNS
			STATIONS			
10044	109	.....	.....MOORHEAD.....	MH	OJPY	
56008	31	8.56	.....KRAGNES.....	GS	O	
56015	30	15.39	.....GEORGETOWN.....	WN	O	
56022	29	22.03	.....PERLEY.....	PY	O	
56028	52	28.02	.....HENDRUM.....	RH	O	
56034	127	34.14	.....HALSTAD.....	SD	O	
50041	44	41.68	.....SHELLY.....	S	O	
56046	104	46.45	.....NIELSVILLE.....	NS	O	
56052	46	52.00	.....CLIMAX.....	CX	O	
56057	53	57.90	.....ELDRED.....	RD	O	
09285	.....	66.49	.....M. N. JCT.....	.....	JPY	

WESTWARD SIXTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Grafton	Time Table No. 145 Effective August 15, 1968		Telegraph Calls	SIGNS
	Sidings	Other Tracks		STATIONS			
55539	87	360	.....	.....GRAFTON.....	FN	OBPUQTJRY	
55606	.....	197	6.47	.....NASH.....	NA	O	
55613	65	154	13.66	.....HOOPLE.....	HO	O	
55618	.....	187	18.29	.....CRYSTAL.....	CT	O	
55624	.....	53	24.59	.....HENSEL.....	CA	O	
55631	.....	181	32.21	.....CAVALIER.....	CV	O	
55648	Yard	203	48.33	.....WALHALLA.....	WA	ORYT	

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		FIRST CLASS 7 Daily	Distance from Barnesville.	Time Table No. 145 Effective August 15, 1968		Telegraph Calls	SIGNS	FIRST CLASS 8 Daily
	Sidings	Other Tracks			STATIONS				
09205					BARNESVILLE	D	BCQRY IJPT		
09213		92		7.53	DOWNER	DO	OP		
09223	56	16		17.50	GLYNDON	ND	CYIP		
09229		37		24.18	AVERILL	A	OP		
09237		37		32.02	FELTON	FN	OP		
09244		42		39.12	BORUP	BO	OP		
09252	47	165		47.35	ADA	J	OPQ		
09270		47		64.37	BELTRAMI	DA	OP		
09285				79.60	M. N. JCT.		PJY		
				80.15	CROOKSTON YARD		IJPY		

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

09288		62	4.30 ^{Am}	83.76	NOYES JCT.	JPTY	A	10.24 ^{Pm}
09301		34	f 4.45	96.01	EUCLID	P	f	10.10
09309		49	f 4.54	104.15	ANGUS	GU	OP	f 10.01
09317	48	121	s 5.10	112.63	WARREN	W	AOQP	s 9.51
09327		105	s 5.24	122.44	ARGYLE	AG	OP	s 9.39
09335		208	s 5.37	180.89	STEPHEN	NE	OP	s 9.29
09344		47	f 5.46	189.42	DONALDSON	AN	OP	f 9.16
09349		91	s 5.55	144.23	KENNEDY	KY	OP	s 9.10
09358	54	55	s 6.15	153.50	HALLOCK	KA	OPQ	s 8.59
09363		41	6.25	159.05	NORTHCOTE	NC	OP	8.49
09370		43	f 6.34	165.71	HUMBOLDT	HU	OP	f 8.41
09378	Yard	87	A 6.50 ^{Am}	173.76	NOYES	NY	BJK CPRY	8.30 ^{Pm}
			2.20 38.6		Time Over Subdivision Average Speed Per Hour			1.54 47.5

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

EIGHTH SUBDIVISION WESTWARD EASTWARD 5

Station Numbers	Capacity of Tracks	Time Table No. 145 Effective August 15, 1968		Telegraph Calls	Distance from Tilden Jct.	SIGNS
		STATIONS				
55315	158	WARROAD	WD	115.34	OIY	
55294	85	ROSEAU	RU	93.95	OR	
55281	50	BADGER	BA	80.95	O	
55271	66	GREENBUSH	GB	71.47	O	
55253	46	MIDDLE RIVER	MD	52.80	O	
	8	500 LINE CROSSING		33.60	U	
55230	142	THIEF RIVER FALLS	VR	30.49	OTY	
55223	20	ST. HILAIRE	JO	23.29	O	
55213	45	RED LAKE FALLS	FA	13.04	O	
55211		G.N. JCT.		10.94	JR	

TRAINS BETWEEN TILDEN JCT. AND G.N. JCT. ARE GOVERNED BY NORTHERN PACIFIC TIME TABLE.

05251		TILDEN JCT.			JPR	
-------	--	-------------	--	--	-----	--

6 NINTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Vance	Time Table No. 145 Effective August 15, 1968	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks					
00707					VANCE		JPTRY
56305	46		4.95	4.95	ARTHUR	AU	OP
56311	34		10.96	6.01	HUNTER	UN	OP
56322	42		21.66	10.70	BLANCHARD	CD	OP
56333	184		33.58	11.92	MAYVILLE	MV	OP
56338	19		38.52	4.94	PORTLAND JCT.		JPT
56428	67		43.06	4.54	PORTLAND	RA	OP
56338	19			4.54	PORTLAND JCT.		JPT
56345	200		45.02	6.50	HATTON	HT	OP
56353	163		53.51	8.49	NORTHWOOD	ND	OP
56360	44		59.78	6.27	KEMPTON	MT	OP
05323	168	190	66.09	6.31	LARIMORE	KI	BJKPRYQOT

TRAINS AT LARIMORE ARE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

55706	37		74.29	8.20	McCANNA	MC	O
55717	44		85.09	10.80	INKSTER	NS	O
55728	44		96.62	11.53	PISEK	P	O
55734	50	203	102.78	6.16	PARK RIVER	K	OT
55744	91		112.08	9.30	EDINBURG	BU	O
55756	41		124.65	12.57	MILTON	MN	O
55762	52		130.43	5.78	OSNABROCK	NB	O
55774	37	89	142.14	11.71	LANGDON	DN	OR
55788	42		156.51	14.3	WALES		O
55795	34		163.23	6.72	HANNAH		OT

TWELFTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Lakota	Time Table No. 145 Effective August 15, 1968	STATIONS	SIGNS
55812	35	12.40	12.3	BROCKET	O
55818	35	18.66	6.26	LAWTON	O
55827	59	27.19	8.53	EDMORE	O
55840	44	40.05	12.86	HAMPDEN	O
55852	44	52.44	12.3	MUNICH	O
55860	34	59.88	7.44	CLYDE	O
55866	36	65.83	5.95	CALVIN	O
55872	45	72.69	6.96	SARLES	OT

TENTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Erie Jct.	Time Table No. 145 Effective August 15, 1968	STATIONS	SIGNS
56402	27	1.63	1.83	ERIE	O
56412	35	12.37	10.74	GALESBURG	O
56418	29	17.79	5.42	CLIFFORD	O

ELEVENTH SUBDIVISION WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Nolan	Time Table No. 145 Effective August 15, 1968	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks					
00724					NOLAN		JP
57002	103		1.57	1.57	PAGE	GE	OPY
57009	33		8.69	7.12	COLGATE	CG	OP
57015	58		14.96	6.27	HOPE	HO	OP
57021	37		21.30	6.34	BLABON		P
57029	54		29.29	7.99	FINLEY	FN	OP
57036	36		35.79	6.50	SHARON	QN	OP
57043	70	52	42.85	7.06	ANETA	NE	OP
57048	30		47.83	4.98	KLOTEN	KN	OP
57054	48		53.76	5.93	McVILLE	VI	OP
57061	38		61.09	7.33	PEKIN	K	OP
57067	39		66.85	5.76	TOLNA	N	OP
57073	31		73.20	6.35	HAMAR		P
57080	37		79.60	6.40	WARWICK	WA	OP
57087	43		86.88	7.28	TOKIO		P
57096	34		96.12	9.24	FORT TOTTEN	NR	OP
05384	681		101.42	5.30	DEVILS LAKE	WS	TBJKFY PRCYZUQ
55912	36		113.52	12.10	WEBSTER		O
55924	80		125.43	11.91	STARKWEATHER		O
55939	32		141.06	15.63	OLMSTEAD		U
55953	39		154.59	13.53	ROCK LAKE		O
55966	48		167.36	12.77	HANSBORO		OT

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 11.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

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

50 MPH—Diesel engines light, or with caboose only.

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

Barnesville —Jct. switch.
Moorhead Jct. —Jct. switch.
Hillsboro —Both siding switches.
Gardner —Both siding switches.

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

25 MPH—Trains handling logs on flat cars not equipped with permanent steel side stakes; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations.

PA Tower —Jct. switches, First Sub-Division.
Both switches of crossover west of Interlocking station.

Moorhead Jct. —West switch of siding.

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

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

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

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

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines #1 through #195 are not equipped with alignment control couplers, and when in tow in freight or mixed trains, must be handled singly, not in groups, and not less than five cars or more than 15 cars from the road engine. Other Diesel units when in tow dead in trains should not be in groups of more than five units. Such units may be handled next to road engine.

Engines #550 through #599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

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

MAXIMUM SPEED

ENGINE NUMBER

50 M.P.H.....1 through 195.

79 M.P.H.....320 through 333; 350 through 375; 400 through 426; 500 through 512; 679, 680, 2350, 2500 through 2538.

65 M.P.H.....All other diesel engine units.

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

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

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

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

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

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

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

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

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

FIRST SUBDIVISION

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. TRAIN REGISTER EXCEPTIONS.

Moorhead Jct., all trains register by ticket.
 Barnesville, register is for trains originating or terminating.
 Fargo—Register is for First Class Trains and Extra Trains handling passengers.
 Fargo Jct.—Register is only for freight trains.
 PA Tower, register only for extra trains which will register by ticket.

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

Dakota Division clearance received at St. Cloud will clear westward trains at Rice Jct.
 Engineers on incoming First Class Trains at Barnesville must deliver their train orders and clearances that are still in effect to the engineer that relieves them.
 Fargo—All trains must obtain Clearance Form A and train orders at passenger station. Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station. Fargo Jct.—Eastward trains from Minot Division may proceed on authority of Clearance Form A under which such train arrives.
 P.A. Tower—Trains for which this is the initial station may proceed on the authority of clearance they arrive with.

4. SPEED TEST BOARDS.

Engineers shall test speed of their train passing the following points as compared with speed table:
 Westward trains, between MP 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 33 and MP 34 between Harwood and Argusville.
 Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.

5. SPRING SWITCHES WITH FACING POINT LOCK.

Fargo Jct., west yard switch.
 Gardner, east and west siding switch.
 Hillsboro, east and west siding switch.
 Normal position is for main track.

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

6. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

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

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

7. MANUAL INTERLOCKINGS.

N. P. Ry. crossingMoorhead Jct.
 Whistle signal for routes:
 Moorhead Jct., First Subdivision1 long.
 Siding3 long, 1 short.

8. AUTOMATIC INTERLOCKING.

N. P. Ry. crossing0.8 miles west of Sauk Centre
 N. P. Ry. crossing0.6 miles east of Fergus Falls
 Fergus Falls, when interlocking signal displays Stop-indication, a member of the crew must first operate push button at the signal. If this operation does not cause signal to indicate proceed, release must then be operated in accordance with instructions posted in box at the crossing. These instructions cover operation of electric switch locks on east siding switch and industry track switch.

9. Freight trains using the siding at Carlisle, Minnesota, must stop to clear the Township Road Crossing located approximately ¼ mile West of the Carlisle depot. It will be permissible, if necessary, to block the road crossing immediately West of the depot, but in no case will both road crossings be blocked.

Do not want any crossings blocked at Fergus Falls.

10. Diesel radiator water and battery jumper cables.

Sauk Centre
 Alexandria
 Fergus Falls
 Barnesville

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

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

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

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

14. Moorhead, the North Crossing Gate at 14th Street North, will protect only the main track and siding. Switching movements over the stubbed industry tracks north of the gate will require flag protection by a crew member.

SECOND SUBDIVISION

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

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

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

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

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

3. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

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

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

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

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

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

6. SPRING SWITCHES WITH FACING POINT LOCK.

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

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

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

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

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

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

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

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

Back up air brake hose equipped with whistle and valve will be applied at Grand Forks passenger station and crews of these trains will see that careful movement is made while backing up. speed must not exceed 15 MPH.

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

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

11. SPEED TEST BOARDS.

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

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

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

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

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

12. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

PA Tower, and Crookston Yard.

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

Whistle signals for routes, PA Tower:

First Subdivision2 long, 1 short.

Second Subdivision1 long, 1 short.

Fifth Subdivision1 long.

Tower Track3 long, 1 short.

Grand Forks Yard2 short, 1 long.

13. MANUAL INTERLOCKINGS.

ErskineSoo Line crossing

14. AUTOMATIC INTERLOCKINGS.

BemidjiN. P. Ry. crossing

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

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

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

17. Diesel radiator water

Crookston Frt.	Bagley	Larimore
Erskine	Bemidji	Lakota
Fosston	Cass Lake	Devils Lake

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

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fergus Falls and Pelican Rapids		20 MPH
Moorhead and M.N. Jct.		35 MPH
P.A. Tower and Neche		40 MPH
Grafton and Waihalla		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 69 one mile east of Hallock		
MP 69 one mile east of Hallock and Noyes	59 MPH	50 MPH
G.N. Jct. and Warroad.....	50 MPH	40 MPH
		30 MPH

2. SPEED RESTRICTIONS.

SD-7 engines between Grafton and Walhalla 25 MPH
 Between Absolute Signals of Interlocking at: 20 MPH
Glyndon, Warroad, P.A. Tower
 Wye tracks at Warroad and Thief River Falls 5 MPH

3. ENGINE RESTRICTIONS.

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

4. TRAIN REGISTER EXCEPTIONS.

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

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

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

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

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

6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Third Subdivision between East Northern Pacific Railway Jct. and Pelican Rapids also on Eighth Subdivision between Thief River Falls and Warroad. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

7. Noyes, before going to Canadian Pacific yard, call up C. P. office and obtain clearance to enter their yard. When necessary to go to the west end of C. P. yard, stop at C. P. office and get switch key which must be turned in immediately upon return from that part of the yard.

Noyes, crews going from G. N. Yard to C. P. Yard may enter C. P. Yards when proper indication is displayed by the interlocking signals.

8. SPEED TEST BOARDS.

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

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

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

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Barnesville.

10. MANUAL INTERLOCKINGS.

N. P. Ry. 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
 Soo Line 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. Normal position of west switch on west leg of wye, Noyes Jct., on the Seventh Subdivision, is lined for Second Subdivision.

14. Gretna, within yard limits the main track may be used keeping clear of Canadian Pacific first and second class trains and sections thereof, proceeding at reduced speed, and when going to the wye to turn will head in at first switch south of the station unless you have information on the arrival of superior trains.

15. Nash—Cars left on team track should have at least one car length's clearance on Walsh County road No. 7, just east of No. 27 spot. Clearance should be checked from north side of track.

16. Thief River Falls—Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.

17. Glyndon—Siding has now been designated an additional interchange track with the Northern Pacific. This track holds 56 cars. Yard limits Glyndon extend from one mile east of the east wye switch to one mile west of the west side track switch. Yard limit signs are placed.

18. Diesel radiator water—Hallock-Crookston Frt.

19. Emergency steam generator water—Hallock-Warren.

NINTH, TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. ENGINE RESTRICTIONS.

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

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

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

4. AUTOMATIC INTERLOCKING.

Conway 6.55 miles west of Inkster.

SPEED TABLE

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Min.	Sec.	Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.3
		57	1	45	34.3
		58	1	50	32.7
		59	1	55	31.3
1		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	56.8	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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Seventh Subdivision			
09072	Collegeville.....	2.77 miles west of St. Joseph.....	6 West	09251	American Oil Co. Spur.....	¾ mile east of Depot Ada.....	13 West
09004	Kraft Foods.....	¾ mile east of Depot Melrose.....	12 East	09257	Hadler.....	5.02 miles west of Ada.....	31 Both
09173	Occidental Agricultural Chem. Corporation.....	1.39 miles east of Fergus Falls.....	6 West	09262	Lockhart.....	9.85 miles west of Ada.....	12 East
09172	Pyrofax Spur.....	1.88 miles east of Fergus Falls.....	9 East	09275	Greenview.....	5.97 miles west of Beltrami.....	23 Both
09177	Great Plains Natural Gas Co. Spur Falls.....	1¼ miles west of Depot Fergus Falls.....	8 West	09293	Shirley.....	4.99 miles west of Noyes Jct.....	12 East
53704	Gary L. Smith Potato Warehouse.....	2.5 miles east of Baker.....	8 East	09289	Agricultural Exp. Spur.....	0.28 mile west of Noyes Jct.....	33 East
53705	Butenhoff and Hanson Potato Warehouse.....	Two miles east of Baker.....	18 East	09314	Roan.....	5.03 miles west of Angus.....	12 East
53706	Chester Possehl Potato Whse. Spur.....	0.40 miles east of Depot Baker.....	8 East	09319	Earl Swanson Spur.....	¾ mile west of Depot Warren.....	17 West
53717	Agco Inc. Spur.....	3¼ miles west of Depot Sabin.....	9 East	09318	Beet track.....	1.07 miles west of Warren.....	87 Both
53720	Fargo-Moorhead Asphalt Co.....	0.78 mile east of Moorhead Jct.....	7 West	09321	Luna.....	4.11 miles west of Warren.....	10 East
10078	Kelso.....	6.10 miles west of Grandin.....	32 Both	09325	American Sugar Beet Track.....	1.96 miles east of Argyle.....	53 Both
10080	Alton.....	2.33 miles west of Kelso.....	25 Both	09350	S. P. Lipoma Potato Whse. Spur.....	¾ mile west of Depot Kennedy.....	41 East
10088	Taft.....	3.72 miles west of Hillsboro.....	26 East	09357	George Weleski Spur.....	¾ mile east of Depot Hallock.....	7 East
10115	Merrifield.....	4.92 miles west of Thompson.....	39 Both	09364	Hill Siding.....	0.58 miles west of Northcote.....	16 Both
10118	Flaat.....	2.96 miles west of Merrifield.....	13 Both	09376	St. Vincent.....	1.87 miles east of Noyes.....	75 East
10120	Prairie Sub Station.....	1 mile west of Flaata.....	10 East	Eighth Subdivision			
Second Subdivision				55227	Northwest Pellet Ass'n Spur.....	3 miles west of Depot Thief River Falls.....	10 East
05167	Farris.....	4.37 miles west of Cass Lake.....	15 Both	55243	Holt.....	9.98 mi. west of Middle River.....	34 Both
05179	Airport Spur.....	2.54 miles west of Bemidji.....	18 West	55261	Strathcona.....	10.28 miles west of Greenbush.....	23 Both
05243	Solar Gas.....	0.94 miles east of Mentor.....	66 Both	55288	Fox.....	6.17 miles west of Roseau.....	16 Both
05250	Dugdale.....	1.05 miles east of Tilden Jct.....	12 West	55303	Salol.....	12.29 miles west of Warroad.....	14 Both
05216	Langby.....	7.02 miles east of Fosston.....	31 Both	55312	Lyell Spur.....	3.61 miles west of Warroad.....	12 West
05259	Benoit Pit.....	3.60 miles west of Benoit.....	157 West	55316	Ralston Purina Co. Spur.....	¾ mile east of Depot Warroad.....	6 West
05262	Burwell.....	7.05 miles west of Benoit.....	17 West	Ninth Subdivision			
05288	Mallory.....	6.38 miles east of East Grand Forks.....	18 East	56317	Greenfield.....	5.79 miles west of Hunter.....	30 Both
05301	Powell.....	4.13 miles west of PA Tower.....	17 Both	56319	Preston.....	8.53 miles west of Hunter.....	23 Both
05311	Emerado Air Base Spur.....	0.54 mile west of Emerado Depot.....	125 East	56328	Murray.....	6.35 miles west of Blanchard.....	23 West
05353	Mapes.....	4.70 miles west of Michigan.....	43 Both	56344	Olaf Bye & Sons Spur.....	¾ mile east of Depot Hatton.....	8 East
05363	Bartlett.....	4.07 miles west of Lakota.....	37 Both	56332	Occidental Agri. Chemicals Spur.....	1 mile east of Depot Mayville.....	9 West
05378	Keith.....	5.61 miles west of Crary.....	21 Both	55703	Edison.....	2.99 miles west of Hannah Jct.....	9 East
Third Subdivision				55713	Orr.....	6.57 miles west of McCanna.....	28 Both
53616	Erhard.....	5.99 miles east of Pelican Rapids.....	24 Both	55723	Conway.....	6.55 miles west of Inkster.....	26 Both
53612	Elizabeth.....	8.04 miles west of east N. P. Ry. Jct.....	2 West	55740	Kerry.....	5.44 miles west of Park River.....	20 Both
Fourth Subdivision				55741	Kerry Pit.....	5.44 miles west of Park River.....	116 East
56002	Bingham.....	2.80 miles west of Moorhead.....	626 Both	55750	Union.....	6.28 miles west of Edinburg.....	34 Both
56026	Beet track.....	1.56 miles east of Hendrum.....	54 Both	55768	Easby.....	5.55 miles west of Osanbrock.....	30 Both
56036	Girard.....	5.91 miles west of Eldred.....	15 Both	55781	Dresden.....	7.03 miles west of Langdon.....	34 Both
56064	Wilds.....	2.26 miles west of Girard.....	730 East	Eleventh Subdivision			
Fifth Subdivision				57024	Pickert.....	2.96 miles west of Blabon.....	23 Both
55528	Miller and Rudnik Spur.....	1.5 miles east of Minto.....	5 East	55907	Sweetwater.....	7.52 miles west of Devils Lake.....	24 Both
55535	Herriott.....	4.58 miles west of Minto.....	39 Both	55917	Garske.....	5.29 miles west of Webster.....	21 Both
55554	Tobiason Gillishammer.....	1.16 miles west of St. Thomas.....	10 East	55929	St. Joe.....	4.88 miles west of Starkweather.....	14 Both
55577	American Crystal Sugar.....	1.70 miles east of Neche.....	53 Both	55946	Crocus.....	6.65 miles west of Olmstead.....	27 Both
Sixth Subdivision				Twelfth Subdivision			
55610	Midgarden Potato Warehouse.....	1.5 miles east of Hoople.....	17 East	55834	Derrick.....	6.70 miles west of Edmore.....	27 Both
55614	Hoople Potato Products Inc. Spur.....	½ mile west of Depot Hoople.....	16 East	55845	Weaver.....	4.80 miles west of Hampden.....	17 Both
55630	Red River Fertilizer & Valley Bean Ass'n Spur.....	¾ mile east of Depot Cavalier.....	14 West				
55636	Backoo.....	4.97 miles west of Cavalier.....	34 Both				
55642	Leyden.....	10.41 miles west of Cavalier.....	34 Both				
55646	Johnson Potato Co. Spur.....	1¼ miles east of Depot Walhalla.....	14 East				
55645	Ted Eggen Spur.....	1.0 mile east of Walhalla.....	8 West				

