

NORTHERN PACIFIC RAILWAY COMPANY.

MINNESOTA DIVISION

TIME **31B** TABLE

IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, MAY 29, 1910.

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

G. A. GOODELL,
General Manager.

E. C. BLANCHARD,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

F. L. BIRDSALL,
Superintendent.

WEST BOUND

MINNESOTA DIVISION

THIRD CLASS TRAINS				SECOND CLASS TRAINS					Water, Coal, Staples Tables and Wyes	Station Numbers	Time Table No. 31B. MAY 29, 1910. Succeeding No. 31A. STATIONS Telegraph Offices and Calls.	Distance from Staples	FIRST CLASS TRAINS									
743	741	439	435	633	631	605	603	601					1	3	5	7	9	13	15	91	93	95
WAY FRT.	WAY FRT.	MIXED	MIXED	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT					PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Except Sunday	Except Sunday	Tues., Thurs. and Sat.	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily			
	7.00 AM		7.30 AM		11.20 AM	11.00 AM	9.15 AM	9.00 PM	WCST	207	SO.....STAPLES.....N 2.6	0.0	2.55 PM*	2.40 AM	1.22 PM	3.40 AM	1.40 PM	12.10 PM	1.25 AM	1.50 PM	5.45 AM	
	7.08		7.40		11.28	11.10	9.27	9.12		209	D.....DOWER LAKE.....N 4.3	2.6	* 2.59	* 2.44	* 1.26	* 3.45	* 1.44	* 12.14	* 1.30	* 1.55	* 5.49	
	7.28		7.55		11.45	11.28	9.45	9.30		214	AC.....ALDRICH.....D 4.0	6.9	* 3.05	* 2.51	* 1.32	* 3.52	* 1.52	* 12.21	f 1.38	2.02	f 5.58	
	7.40		8.08		11.59 AM	11.42 AM	10.00	9.45		218	V.....VERNDALE.....N 6.7	10.9	* 3.10	* 2.57	* 1.37	* 3.59	* 1.59	* 12.27	f 1.45	2.10	8.08	
	8.05 8.45		8.25 AM		12.38 PM 13	12.09 PM	10.30	10.15	WS	224	WA.....WADENA.....N 4.9	17.6	* 3.19	* 3.06	1.46	4.10	2.11	12.38 631	1.57	2.28 PM	6.15	
	9.05		See page 6.		12.58	12.28	10.47	10.30		229	UF.....BLUFFTON.....D 3.0	22.5	* 3.25	* 3.13	* 1.53	* 4.18	f 2.21	* 12.46	* 2.07	See page 5.	6.25	
	9.20				1.11	12.36	11.00	10.42		232	.....DOPELIUS..... 4.9	25.5	* 3.29	* 3.18	* 1.58	* 4.23	* 2.27	* 12.51	* 2.13		f 6.31
	9.45				1.25	12.58 13	11.15	10.57	W	237	NM.....N. Y. MILLS.....N 5.1	30.4	* 3.35	* 3.25	* 2.04	* 4.30	2.35	* 12.58 605	2.21		6.40	
	10.05				1.40	1.17	11.35	11.15		242	.....RICHDALE..... 5.6	35.5	* 3.41	* 3.32	* 2.10	* 4.38	f 2.45	* 1.05	* 2.31		f 6.49
	10.50				1.54	1.31	11.51 AM	11.30	W	248	RN.....PERHAM.....N 5.8	41.1	* 3.47	* 3.39	* 2.16	* 4.45	2.55	* 1.12	2.41		6.58	
	11.20 AM				2.09	1.46	12.08 PM	11.48 PM		253	UC.....LUCY.....D 5.5	46.9	* 3.53	* 3.46	* 2.23	* 4.53	3.05	* 1.19	* 2.52		f 7.08	
	12.05 PM				2.30 5	2.00	12.25	12.05 AM		259	RA.....FRAZEE.....N 4.8	52.4	* 3.59	* 3.53	* 2.30 631	* 5.01	3.15	* 1.26	3.02		7.18	
	12.40 603				2.54	2.18	12.40 741	12.20		264	.....McHUGH..... 4.9	57.2	* 4.05	* 4.00	* 2.36	* 5.08	f 3.25	* 1.33	* 3.12		f 7.27
	1.00 1.40 13				3.07	2.25	12.55	12.35	WT	269	DE.....DETROIT.....N 4.0	62.1	* 4.11	* 4.07	2.48	5.15	3.35	1.40 741	3.22		7.36	
	2.05				3.20	2.38	1.10	12.50		273	.....OAK LAKE..... 3.1	66.1	* 4.17	* 4.15	* 2.50	* 5.23	* 3.43	* 1.49	* 3.32		f 7.44
	2.15				3.38	2.45	1.18	12.58		276	AB.....AUDUBON.....N 5.6	69.2	* 4.21	* 4.20	* 2.54	* 5.28	3.49	* 1.54	f 3.38		7.49	
12.55 PM	2.45 PM	8.00 AM		4.12 PM	3.48	3.02 5	1.38	1.20	WCY	282	AP.....LAKE PARK.....N 6.4	74.8	* 4.29	* 4.29	* 3.02 605	* 5.38	4.00	2.03	3.50		7.59	
1.10										287	.....DALE..... 1.5	80.1									f 8.09
1.20		8.15 AM		4.27 PM	4.00	3.35	1.58	1.40		289	WN.....MANITOBA JCT.....N 3.5	82.7	* 4.40	* 4.42	3.13	* 5.52	f 4.15	2.20 PM 96	* 4.08		8.13	2.25 PM
2.10 2.32 603-95		See page 3.		See page 3.	4.22 4.45 9 1	3.47	2.10 743	1.52		293	HW.....HAWLEY.....N 6.2	86.2	* 4.45 631	* 4.48	* 3.21	* 5.59	4.22 631	4.16			8.20	2.32 743
3.00										296	US.....MUSKODA.....D 1.0	92.4				f 4.34				8.32	2.43	
3.05					5.13	4.08	2.30	2.15	W	297WITHEROW..... 3.6	93.4	* 4.56	* 5.01	* 3.32	* 6.13	* 4.36		* 4.33		* 8.35	* 2.46
3.15					5.26	4.20	2.40	2.30		302	SX.....STOCKWOOD.....N 3.3	97.0	* 5.03	* 5.08	* 3.39	* 6.22	* 4.43		* 4.42		8.43	* 2.54
3.46 5					5.40	4.32	3.02 95	2.42	Y	306	ND.....GLYNDON.....N 5.4	100.8	* 5.10	* 5.15	* 3.46 743	6.31	4.50	4.51			8.51	3.02 603
4.15 PM					6.05 PM	4.50 PM	3.30 PM	3.00 AM	WOST	311	DH.....DILWORTH.....N 106.2	106.2	* 5.20 PM	* 5.27 AM	* 3.57 PM	* 6.44 AM	5.01 PM	5.05 AM			9.03 AM	3.15 PM
Except Sunday	Except Sunday	Tues., Thurs. and Sat.	Except Sunday	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily	
3.20	7.45	0.15	0.55	0.15	6.45	5.50	6.15	6.00			Time Over District.		2.25	2.47	2.35	3.04	3.21	2.10	3.40	0.33	3.13	0.50
9.4	9.7	31.6	19.0	31.6	15.7	18.2	17.0	17.7			Average Speed per Hour.		44.0	38.2	41.1	34.7	31.7	38.3	29.0	32.0	32.2	28.2

DOUBLE TRACK BETWEEN STAPLES AND DILWORTH.
SEE PAGE 2 FOR SPECIAL RULES GOVERNING.
MANUAL BLOCK SYSTEM BETWEEN DOWER LAKE AND GLYNDON.

REGISTERING AND BULLETIN STATIONS—Staples and Dilworth.

STANDARD CLOCKS—Staples and Dilworth.

All trains must approach Manitoba Junction under control, expecting to find Red River branch trains on main track.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

No. 9 will stop at Aldrich and Verndale to pick up passengers for west of Wadena.
No. 13 will stop on signal at any station between Staples and Manitoba Jct. to pick up passengers for points on Red River Branch.
Passengers for stations north of Manitoba Jct. at which No. 13 does not stop will be transferred at Manitoba Jct. to No. 97.
No. 93 will stop at Wats on signal to receive or discharge passengers.
No. 5 will get connection from No. 14 at Manitoba Junction.
No. 9 will stop at Aldrich and Verndale on signal on Sundays to receive and discharge passengers.
No. 3 will stop on signal at Staples and Detroit to pick up passengers for stations on S. P. & S. Ry. west of Spokane.
No. 7 will stop west of Staples to let off sleeping car passengers from Brainerd and points east.

MINNESOTA DIVISION

EAST BOUND

FIRST CLASS TRAINS

Table with 10 columns for train numbers (96, 94, 92, 16, 14, 10, 8, 6, 4, 2) and 10 rows for passenger types (PASSENGER, Daily, etc.) and times.

Time Table No. 31B. MAY 29, 1910. Succeeding No. 31A. STATIONS: Staples, Dower Lake, Aldrich, Verndale, Wadena, Bluffton, Dopelius, N. Y. Mills, Richdale, Perham, Luce, Frazee, McHugh, Detroit, Oak Lake, Audubon, Lake Park, Dale, Manitoba Jct, Hawley, Muskoda, Witherow, Stockwood, Glyndon, Dilworth.

SECOND CLASS TRAINS

THIRD CLASS TRAINS

Table with 6 columns for train numbers (602, 436, 440, 742, 744, 748) and 10 rows for passenger types (FREIGHT, MIXED, WAY FRT., etc.) and times.

No. 10 will take passengers through to Lake Park destined to Red River Branch Points.

Nos. 4, 6 and 8 will take passengers through to Detroit for Red River Branch Points.

No. 94 will stop at Watts on signal to receive or discharge passengers.

No. 14 will get connection from No. 94 at Man. Jct.

DOUBLE TRACK BETWEEN STAPLES AND DILWORTH. SEE PAGE 2 FOR SPECIAL RULES GOVERNING. MANUAL BLOCK SYSTEM BETWEEN DOWER LAKE AND GLYNDON.

No. 94 will get passengers for points west of Staples (except Wadena and Detroit) from No. 14 at Man. Jct.

No. 4 will stop at Detroit and Staples to let off passengers from points on S. P. & S. west of Spokane.

No. 10 will stop at Aldrich and Verndale to let off passengers from points west of Wadena and on Sundays will stop at Aldrich and Verndale on Signal to receive and discharge passengers.

SPECIAL RULES GOVERNING USE OF DOUBLE TRACK BETWEEN STAPLES AND DILWORTH.

- 1. Double track extends from Staples to Dilworth.
2. Trains must keep to the right unless otherwise provided.
3. Before clearing any train entering double track at junction or initial points operators must secure train dispatcher's authority.
4. Upon receiving proper block clearance and displaying classification signals any train may proceed without further orders and irrespective of superior class trains moving in the same direction.
5. Any train having work to do, or liable to be delayed by any cause, will report to the superintendent, and will not occupy the main track on the time of first class trains without permission.
6. Before a train crosses over to or obstructs the opposite track unless otherwise provided it must first be protected as prescribed by Rule 299 in both directions on that track and permission of Block Operator secured.
7. Work extras must move with current of traffic unless otherwise directed.

- 8. Any train making reverse movement on double track against the current of traffic must receive either clearance or clearance and caution card at every block office they pass.
9. If a train should part while in motion, the enginemen and trainmen of the front portion must give the train parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted must immediately reduce speed and proceed with caution until the separated train is passed.
10. Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train. See rule 304, Transportation Rules.
11. To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so.
12. Trains in which logs are being handled, while running on double track must come to a full stop while opposing passenger trains pass them.

WEST BOUND

RED RIVER BRANCH—SECOND DISTRICT

EAST BOUND

2ND CLASS TRAINS			FIRST CLASS TRAINS			Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from East Grand Forks	Time Table No. 31B. MAY 29, 1910. Succeeding No. 31A.			Distance from Pembina	Capacity of Side Tracks	FIRST CLASS TRAINS			3RD CLASS TRAINS
633	97	13	STATIONS						14	98	746						
FREIGHT	PASSENGER	PASSENGER	Telegraph Offices and Calls.			PASSENGER	PASSENGER	WAY FREIGHT									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
11.25 PM	6.05 PM	5.20 PM	WC ST	NA 95	0.0	GX.....E. GRAND FORKS.....N	94.4	270	12.15 PM	10.45 AM	2.00 PM						
				NA 96	0.5	GK.....GRAND FORKS.....D	93.9	24	12.10	10.38	1.55						
				NA 101	5.6	.....BOLACK.....	88.8	64	12.01 PM	10.27	1.20					
				NA 106	11.0	.....KELLY'S.....	83.4	96	11.58 AM	10.15	12.58					
			W	NA 112	17.2	MF.....MECKINOCK.....D	77.2	100	11.44	10.08	12.26						
				NA 118	22.7	BM.....HONEYFORD.....D	71.7	103	11.36	9.51	12.05 PM						
				NA 121	26.2	GB.....GILBY.....D	68.2	93	11.30	9.43	12.51 AM						
				NA 126	30.5	JH.....JOHNSTOWN.....D	63.9	104	11.23	9.34	11.35						
			W	NA 130	35.2	FV.....FOREST RIVER.....D	59.2	120	11.16	9.25	11.16						
				NA 136	41.1	VO.....VOSS.....D	53.3	103	11.07	9.12	10.44						
				NA 141	45.7	.....KELLOGG.....	48.7	40	11.00	9.02	10.26					
			W	NA 145	49.9	GO.....GRAFTON.....D	44.5	174	10.53	8.53	10.08						
				NA 152	56.9	CH.....CASHEL.....D	37.5	103	10.42	8.37	9.42						
				NA 155	60.4	.....HERRICK.....	34.0	51	10.36	8.29	9.30					
			WC	NA 160	65.4	DA.....DRAYTON.....D	29.0	145	10.28	8.18	9.10						
				NA 165	70.0	.....PITTSBURG.....	24.4	37	10.20	8.08	8.55					
				NA 169	74.3	BQ.....BOWESMONT.....D	20.1	91	10.13	7.58	8.40						
				NA 170	83.8	JO.....JOLIETTE.....D	10.6	38	9.53	7.38	8.05						
				NA 183	87.5	.....McARTHUR.....	6.9	46	9.52	7.30	7.50					
			WS YO	NA 190	94.4	PB.....PEMBINA.....D	0.0	208	9.40 AM	7.15 AM	7.25 AM						
Daily	Daily	Daily							Daily	Daily	Daily						
5.35	3.25	2.45				Time Over District.			2.35	2.30	6.35						
16.9	27.6	34.3				Average Speed per Hour.			36.2	27.0	14.3						

REGISTERING STATIONS—East Grand Forks and Pembina.

All trains must come to a Full Stop not nearer than two hundred (200) feet from draw bridge at Red River, between East Grand Forks and Grand Forks, and must not exceed eight (8) miles per hour while crossing bridge.

BULLETIN STATION—East Grand Forks.

STANDARD CLOCK—East Grand Forks.

Switch engines will run between East Grand Forks and Grand Forks, without orders, and irregular trains will be held under full control accordingly. All trains will be kept under full control when inside of yard limits at Grand Forks.

No. 13 will stop on signal at stations between Grand Forks and Pembina to pick up passengers for points north of Pembina.

No. 14 will stop at stations between Pembina and Grand Forks to let off passengers from points north of Pembina.

Freight trains will not carry passengers.

WEST BOUND

RED LAKE FALLS BRANCH

EAST BOUND

THIRD CLASS TRAINS			1ST CLASS TRAINS			Water, Coal, Scales, Tables and Ways	Station Numbers	Distance from Fertile	Time Table No. 31B. MAY 29, 1910. Succeeding No. 31A.			Distance from Carthage Jct.	Capacity of Side Tracks	1ST CLASS TRAINS			THIRD CLASS TRAINS		
439	553	135	STATIONS						136	554	440								
N. P. MIXED	G. N. FREIGHT	G. N. PASSENGER	Telegraph Offices and Calls.			G. N. PASSENGER	G. N. FREIGHT	N. P. MIXED											
Tues., Thurs. and Sat.	Mon., Wed. and Fri.	Ex. Sunday	Daily	Daily	Daily	Ex. Sunday	Tues., Thurs. and Sat.	Mon., Wed. and Fri.											
12.45 PM			FE.....FERTILE.....D			54.2	90												
1.10			.....LEES.....			46.5	10 Spur												11.20 AM
1.25	6.00 AM	9.30 AM	ON.....TILDEN JCT.....D			42.6	35												11.05
			.....DELORME.....			38.3	8 Spur												
			.....PERAULT.....			35.1	5 Spur												
1.55	6.40 AM	9.55 AM	.....RED LAKE FALLS JCT.....			32.7													10.25
2.05			RF.....RED LAKE FALLS.....D			31.2	130												10.10
			.....HILLTOP.....			27.0	15												
2.35			.....DOROTHY.....			22.3	44												9.40
			.....GREAT NORTHERN CROSSING.....																
3.05			.....SOUTH EUCLID.....			13.6	No Siding												9.15
3.20			.....BUFFINGTON.....			9.8	40												9.00
3.38			.....KEY-WEST.....			6.3	100												8.45
			.....WALKERTON.....			3.3	8 Spur												
			.....CARTHAGE.....			0.4	46												
			.....CARTHAGE JCT.....			0.0	No Siding												8.15 AM
See page 3 Tue., Thu., Sat.	Mon., Wed. and Fri.	Ex. Sunday																	
3.10	0.40	0.25				Time Over District.													8.50
17.1	15.0	24.0				.....Average Speed per Hour													14.1

REGISTERING STATIONS—Fertile, Carthage Junction, E. Grand Forks, Tilden Junction and Red Lake Falls Junction.

BULLETIN STATIONS—East Grand Forks and Tilden Junction.

STANDARD CLOCK—East Grand Forks.

Unless otherwise instructed by special order, all irregular trains between Carthage Junction and Fertile will run via Crookston.

The switch one-fourth mile west of Fertile and at Carthage Junction will be kept set and locked for Crookston line.

Switches at Red Lake Falls Junction and connection between Great Northern line and Northern Pacific Line at Tilden Junction will be kept set and locked for Northern Pacific tracks.

When inside of yard limits at East Grand Forks and Fertile, all trains must be kept under full control.

While running on Northern Pacific tracks the Great Northern Railway employees will be governed by Northern Pacific rules and regulations.

East bound trains have right over west bound trains of same class.

Freight trains will not carry passengers.

WEST BOUND

FERGUS FALLS BRANCH

EAST BOUND

THIRD CLASS TRAINS		FIRST CLASS TRAINS		THIRD CLASS TRAINS		FIRST CLASS TRAINS		THIRD CLASS TRAINS		
437	435			91				92	436	438
MIXED	MIXED			PASSENGER				PASSENGER	MIXED	MIXED
Except Sunday	Except Sunday			Except Sunday				Except Sunday	Except Sunday	Except Sunday
	8.25 AM			8.28 PM				See Page 2 12.07 PM	See Page 2 8.25 PM	
	9.05			2.53 430				11.44 AM	2.53 01	
	9.25			f 8.01				f 11.36	2.15	
	9.45			8.10				11.27	1.50	
	10.10			8.28				11.18	1.20	
	10.32			8.34				11.08	12.50	
	10.51 02			8.48				10.51 435	12.20 PM	
	11.45 AM 430			8.59				10.84	11.45 AM 435	
	12.01 PM			f 4.09				f 10.28	11.10	
	12.20 1.15			4.25				10.07 436	10.45 9.42	
	1.40			f 4.40				f 9.51	9.22	
	2.00			4.52				9.39	9.02	
	2.20			f 5.08				f 9.27	8.42	
	2.32			f 5.09				f 9.21	8.30	
	3.00			5.20				9.10	8.10	
7.00 AM	8.05 PM			5.25				9.05	8.00 AM	3.15 PM
				5.43				8.47		2.35
	7.25			f 5.51				f 8.40		2.20
	7.40			f 5.54				f 8.37		2.10
	7.45			5.58				8.33		2.00
	7.55			6.13				8.20 437		1.25
	8.20 02			6.30				8.06		12.45
	9.15			6.51				7.48		12.01 PM
	10.00			7.05				7.35		11.15 AM 437
	10.25 11.15 AM 438			7.35				7.04		10.35
	12.05 PM			7.54				6.44		10.05
	12.35			f 8.14				f 6.28		9.35
	1.00			f 8.25				f 6.12		9.15
	1.15			8.40 PM				6.00 AM		9.00 AM
	1.35 PM									
	Except Sunday	Except Sunday		Except Sunday				Except Sunday	Except Sunday	Except Sunday
	6.25	6.40		6.12				6.07	7.25	6.15
	11.2	11.6		24.5				24.8	10.5	11.8

REGISTERING STATIONS—Wahpeton and Oakes.
BULLETIN STATIONS—Wadena and Wahpeton.
STANDARD CLOCK—Staples.

All trains will approach Wadena expecting to find trains occupying main line.
Fergus Falls yard limits extend to Red River bridges east and west of station. Oakes Yard limits extend 1500 feet east of east passing track switch.

TONNAGE RATING—FREIGHT ENGINES

GRADES.	ENGINES.														GRADES.	ENGINES.													
	Class B		Class D		Class E 3, D 2, D 3		Class D 5		Class S 10		Class R		Class T			Class B		Class D		Class E 3, D 2, D 3		Class D 5		Class S 10		Class R		Class T	
	Maximum 50 Cars		Maximum 60 Cars		Maximum 65 Cars		Maximum 75 Cars		Maximum 85 Cars		Maximum 85 Cars		Maximum 85 Cars			Maximum 50 Cars		Maximum 60 Cars		Maximum 65 Cars		Maximum 75 Cars		Maximum 85 Cars		Maximum 85 Cars		Maximum 85 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
West Bound. Staples to Lake Park.....					2000	45	2200	45	2300	50	2500	50	3000	50	Wahpeton to Fergus Falls (doubling French).....	1150	22	1250	25	1300	26	1500	30	1600	32	1800	36	2200	44
Lake Park to Dilworth.....					2300	50	2500	50	2600	55	2800	55	3300	55	Fergus Falls to Henning.....	750	18	850	20	900	20	1000	22	1150	23	1300	26	1650	33
Staples to Wahpeton.....	900	25	1100	30	1200	30	1400	35	1500	40	1700	40	2100	45	Henning to Staples.....	1750	35	1900	38	2000	40	2200	44	2300	46	2500	50	3000	55
Wahpeton to Milnor.....	1300	45	1500	50	1600	50	1800	50	1900	50	2100	55	2500	55	Pembina to Meckinock.....	1400	28	1550	32	1600	35	1800	40	1900	40	2100	45	.....	.....
Milnor to Oakes.....	1100	40	1300	45	1400	45	1600	45	1700	50	1900	50	2300	55	Meckinock to East Grand Forks.....	1600	32	1750	35	1800	37	2000	42	2100	45	2300	50	.....	.....
Lake Park to E Grand Forks.....	1250	40	1450	45	1500	50	1700	50	1800	50	2000	50	.....	.....	East Grand Forks to Lake Park.....	1450	30	1650	34	1700	36	1900	40	2000	42	2200	45	.....	.....
E. Grand Forks to Pembina.....	1400	40	1500	45	1550	50	1750	50	1850	50	2100	50	.....	.....													
East Bound. Dilworth to Lake Park.....					1800	45	2000	45	2100	50	2300	50	2700	50															
Lake Park to Staples.....					2000	45	2200	45	2300	50	2600	55	3200	65															
Oakes to Gwinner.....	1000	22	1100	24	1200	25	1400	27	1500	30	1650	32	2050	40															
Gwinner to Wahpeton.....	1750	35	2000	40	2100	42	2300	45	2600	52	2800	56	3300	65															
Wahpeton to Fergus Falls.....	800	17	900	18	950	20	1100	22	1200	24	1350	27	1700	35															

For each car added to number specified above deduct 15 tons, and for each car less than the number specified above add 15 tons, to above rating.
 In figuring tonnage of cars, less than 1000 pounds will not be counted. 1000 pounds or more will be counted as one ton.
 To secure full tonnage, a fraction of weight of car more than rating must be counted, rather than a fraction less.
 Chief Dispatcher will determine rate to be handled when reduction is necessary on account of weather conditions.
 When engines are unable to haul the rating, engineer will notify conductor the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train must be assumed by engineer and not by conductor.
 This rating is made to govern ruling grades only and will in no manner interfere with the handling of additional tonnage where the grades will permit.
 Rating on Red River Branch is based on doubling into Fertile, Red Lake Falls and Twin Valley, east bound and Heiberg and Hilltop, west bound.
 Tonnage for fast time freights will be regulated by the Superintendent.

COMMERCIAL SPURS.

MAIN LINE Distance from Staples.	FERGUS FALLS BRANCH. Distance from Wadena.	RED RIVER BRANCH. Distance from Manitoba Jct.
Ice House Spur 60.5 Miles	Packing-House Spur 52.5 Miles	Crookston Mill Spur 66.4 Miles
Dale Spur 80.1 "	Great Bend Spur 88.0 "	Zerba Spur F. 19 & 20. 79.1 Miles
Muskoda Spur 92.4 "	Star Lake Spur 106.5 "	
Barnes Spur 101.9 "	Hoving 124.1 "	
		RED LAKE FALLS BRANCH. Distance from Fertile.
		Keystone Spur 47.9 Miles

AUTHORIZED SURGEONS--MINNESOTA DIVISION AND BRANCHES.

LOCATION OF STRETCHERS (S).

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|---|-------------------------------------|---------------------------------------|
| DR. W. COURTNEY, Chief Surgeon, Brainerd. | DR. L. W. MECKSTROTH, Wahpeton (S). | DR. C. E. DAMPIER, Crookston (S). |
| DR. F. H. ALLEN, Staples (S). | DR. E. T. SHERPING, Wyndmere. | DR. H. M. WHEELER, Grand Forks, N. D. |
| Staples Tool Car (S). | DR. H. W. EMANUEL, Milnor. | East Grand Forks, Minn. (S). |
| DR. C. A. CORSE, Verndale. | DR. J. B. CARMAN, Detroit (S). | DR. J. E. COUNTRYMAN, Grafton. |
| DR. PAUL KENYON, Wadena (S). | DR. M. B. SMITH, Lake Park (S). | DR. H. M. WALDREN, Drayton. |
| DR. J. L. BERTHOLD, Perham. | Manitoba Junction (S). | DR. C. B. HARRIS, Pembina (S). |
| DR. E. R. BARTON, Frazee. | DR. C. W. SIMISON, Hawley. | DR. N. M. WATSON, Red Lake Falls. |
| DR. M. S. JONES, Battle Lake. | DR. L. M. LOWE, Glyndon (S). | DR. PAUL SORKNESS, Fargo (S). |
| DR. T. N. McLAIN, Fergus Falls. | DR. J. N. RISJORD, Fertile. | |

NOTE

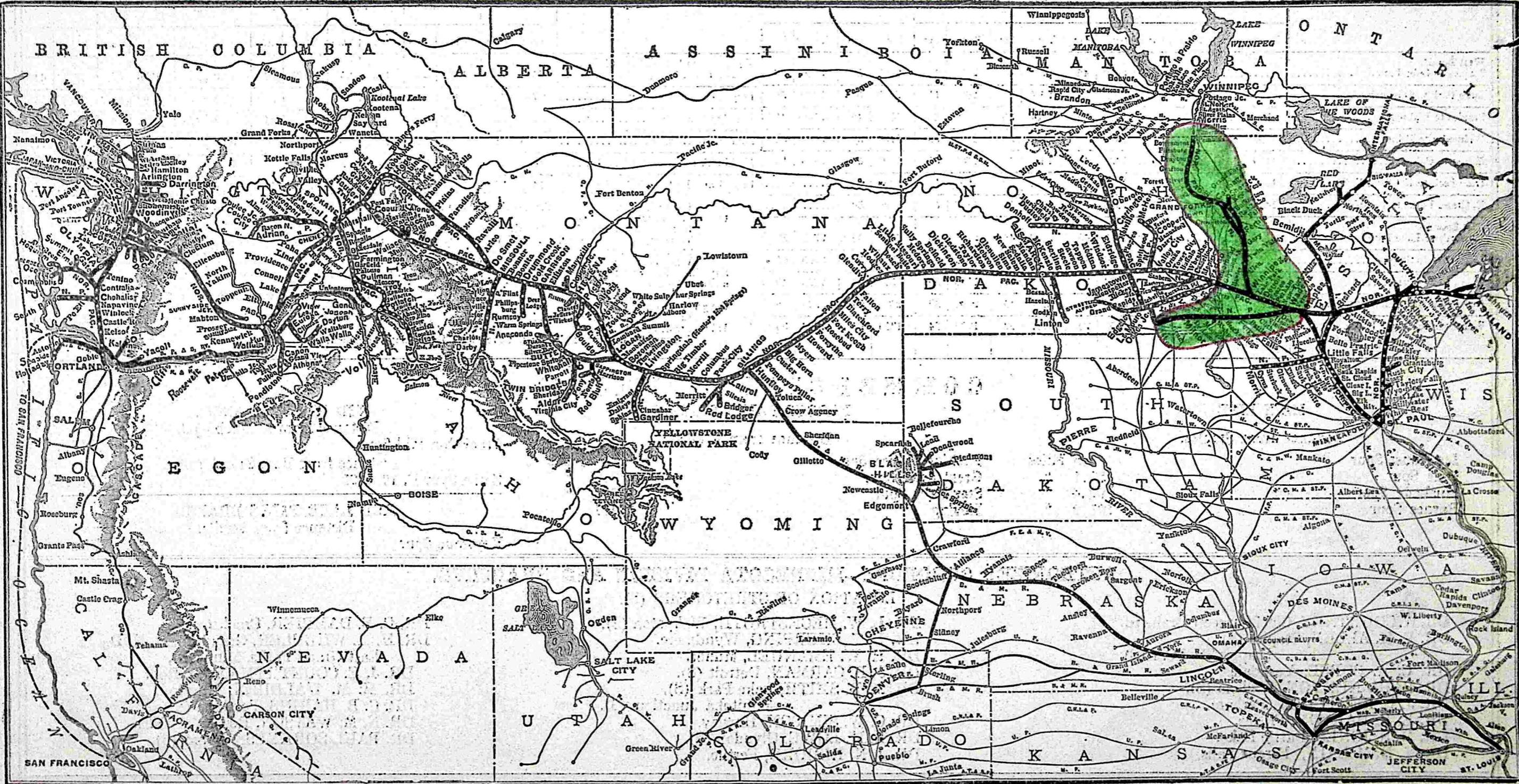
Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with the established regulations.

Railway officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician.

In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

E. J. HACKENBERG, Train Master Main Line and F. & B. H. Branch.	JOHN NESTER, Train Master Red River and Red Lake Falls Branch.	H. H. MAHER, Chief Dispatcher.
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