

NORTHERN PACIFIC RAILWAY COMPANY.

MINNESOTA DIVISION

TIME **41G** TABLE

In Effect at 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, JUNE 18th, 1916.

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.

J. M. RAPELJE,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

F. R. BARTLES,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

THIRD CLASS			SECOND CLASS				STATIONS	Station Numbers.	Time Table No. 41G. JUNE 18, 1916. Succeeding No. 41F.	Distance from Staples.	FIRST CLASS							
745	743	741		633	631	605	603				1	3	7	9	13	111	113	
Way Freight	Way Freight	Way Freight		Freight	Freight	Freight	Freight				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
L 9.15AM		L 9.30AM		L 11.00AM	L 11.30AM	L 3.40PM		WC	207	SO.....STAPLES.....DN	0.0	L 2.55PM	L 2.45AM	L 3.40AM	L 2.00PM	L 12.15PM	L 2.05PM	L 5.45AM
9.22		9.40		11.10	11.40	3.50				.....DOWER LAKE.....	2.0	3.10	3.00	3.50	2.10	12.25	2.10	5.50
9.35		s 9.58		11.30	12.05PM	4.20			214	AC.....ALDRICH.....D	6.0	3.05	2.56	3.53	2.12	12.26	s 2.18	s 5.58
9.48		s 10.15		11.45AM	12.32	4.35			218	V.....VERDALE.....D	10.0	3.11	3.02	s 4.01	s 2.19	12.32	s 2.26	s 6.05
										.....G. N. CROSSING.....	17.2							
As 10.10AM		s 11.00		12.10PM	12.55	5.05		WOY	224	WA.....WADENA.....DN	17.0	s 3.21	3.12	s 4.14	s 2.31	s 12.42	As 2.40PM	s 6.18
		s 11.20		12.23	1.09	5.25			220	UF.....BLUFFTON.....D	22.5	3.28	3.20	s 4.23	s 2.40	12.49		s 6.27
		f 11.35AM							232	.....DOPELIUS.....P	25.7							f 6.33
		s 12.06PM		1.01	1.39	5.58		W	237	NM.....N. Y. MILLS.....D	30.4	3.40	3.32	s 4.38	s 2.54	1.01		s 6.42
		f 12.35							242	.....RICHDALE.....P	35.0			f 3.04				f 6.52
		s 1.16		1.35	2.15	6.40		W	248	RN.....PERHAM.....DN	41.1	3.55	3.47	s 4.59	s 3.14	1.16		s 7.02
		s 1.45		1.53	2.35	7.03			253	.....LUCE.....P	40.0	4.03	3.55	s 5.10	s 3.24	1.24		f 7.12
		s 2.10		2.10	2.55	7.26			250	RA.....FRAZEE.....D	52.3	4.10	4.03	s 5.21	s 3.34	1.31		s 7.22
		f 2.45		2.25	3.10	7.48			204	.....MCHUGH.....P	56.0	4.17	4.10	s 5.30	f 3.48	1.38		f 7.31
		s 3.10		2.45	3.25	8.08		W	260	DE.....DETROIT.....DN	61.8	s 4.24	4.17	s 5.39	s 3.52	s 1.45		s 7.40
		4.24 0-1								.....SOO LINE CROSSING.....	62.5							
									273	.....OAK LAKE.....P	65.8							f 7.48
		s 4.55		3.10	3.48	8.35			276	AB.....AUDUBON.....D	69.0	4.35	4.28	f 5.53	s 4.05	1.57		s 7.53
		L 12.05PM		L 4.25PM	3.35	4.15	9.03	WCY	282	AP.....LAKE PARK.....DN	74.5	4.44	4.37	s 6.04	s 4.15	s 2.06		s 8.03
		f 12.20							287	.....DALE.....P	81.1			f 6.16	s 4.25			f 8.15
		s 12.30		A 4.48PM	4.05	4.40	9.33	Y	289	WN.....MANITOBA JCT.....DN	82.4	s 4.57	4.49	s 6.19	s 4.30	As 2.19PM		s 8.18
		s 1.00		4.38	5.02	9.48			298	HW.....HAWLEY.....D	86.1	5.02	4.54	s 6.26	s 4.38			s 8.25
		s 1.45							296	US.....MUSKODA.....D	92.1			s 4.51				s 8.37
		1.50		5.03	5.35	10.18		W	297	.....WITHEROW.....	93.1	5.13	5.05	s 6.40	s 4.53			s 8.39
		f 2.02							302	.....STOCKWOOD.....	96.8							f 8.46
		s 2.35		5.26	6.05	10.48			306	ND.....GLYNDON.....DN	100.0	5.26	5.18	s 6.54	s 5.07			s 8.53
		A 3.00PM		A 6.00PM	A 6.30PM	A 11.15PM		WC	311	DH.....DILWORTH.....DN	105.4	A 5.34PM	A 5.27AM	A 7.05AM	A 5.18PM			A 9.03AM
										.....G. N. Crossing.....								
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Daily			Track Connection 4.8 Interlocked		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
0.55	2.55	6.31		0.23	7.00	7.00	7.35			Time Over Sub-division.		2.39	2.42	3.25	3.18	2.04	0.35	3.18
19.2	10.5	11.4		20.6	15.0	15.0	13.8			Average Speed per Hour.		39.7	39.0	30.8	31.9	39.8	30.1	31.9

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN STAPLES AND DILWORTH. AUTOMATIC BLOCK BETWEEN STAPLES AND BARNES SPUR.

No. 1 will stop at Wadena and Detroit to let off passengers from Twin Cities or east and Duluth and Superior or east and pick up passengers for points west of Jamestown at which this train stops.
No. 9 will stop at Aldrich 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 Third and Fourth Sub-Divisions.
No. 9 and No. 113 will stop at Watts on signal to receive or discharge passengers.

No. 9 will stop at Aldrich on signal on Sundays to receive and discharge passengers.
No. 3 will stop on signal at Detroit to pick up passengers for stations on S. P. & S. Ry. west of Spokane.
No. 7 will make No. 113s stops on signal on Sundays to receive or discharge passengers.
No. 13 will stop at Perham to let off passengers from Twin Cities and East.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 6.

FIRST SUB-DIVISION
(MAIN LINE.)

EASTWARD

FIRST CLASS								Distance from Dilworth	Time Table No. 41G. JUNE 18, 1916. Succeeding No. 41F. STATIONS Telegraph Offices and Calls.	Car Capacity of Sidings.	SECOND CLASS				THIRD CLASS			
114	112	14	10	8	4	2	602							742	744	746	748	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight							Way Freight	Way Freight	Way Freight	Way Freight	
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
As 5.06PM	A 12.35PM	As 6.38PM 6.36	As 12.45PM	As 2.40AM	As 6.55PM 7.10	As 4.11AM 4.26	105.4	SO.....STAPLES.....DN 2.0	Yard	A 11.25PM			A 3.40PM		A 4.00PM			
4.58	12.29	6.31	12.39	2.32	6.50	4.06	102.8	.....DOWER LAKE..... 4.3		11.13			3.30		3.46		
s 4.51	s 12.22	6.25	12.32	2.26	6.44	3.59	98.5	AC.....ALDRICH.....D 4.0	W70	10.58			s 3.15		3.26			
s 4.42	s 12.14	6.18	s 12.24	s 2.16	6.38	3.53	94.5	V.....VERDALE.....D 6.3	E75 W75	10.43			s 2.55		3.06			
							88.2	.....G. N. CROSSING..... Track Connection 0.4 Interlocked									
s 4.28	L 12.01PM	s 6.05	s 12.11	s 2.00	6.28	3.43	87.8	WA.....WADENA.....DN 4.0	E115 W65	10.15			s 2.30		L 2.40PM			
s 4.18		5.56	s 12.02PM	1.50	6.21	3.36	82.0	UF.....BLUFFTON.....D 3.2	10	9.55			s 2.00					
f 4.12							79.7	.....DOPELIUS.....P 4.7					f 1.40				
s 4.02		5.43	s 11.47AM	s 1.33	6.09	3.24	75.0	NM.....N. Y. MILLS.....D 5.2	E75 W75	9.25			s 1.20					
f 3.51		5.34	f 11.37				69.8	.....RICHDALE.....P 5.5	W40				s 12.40				
s 3.39		5.25	s 11.27	s 1.10	5.53	3.08	64.3	RN.....PERHAM.....DN 5.8	E75 W75	8.45			s 12.20PM					
f 3.27		5.16	s 11.16	12.58	5.45	3.00	58.5	.....LUCE.....P 5.4	W65	8.23			s 11.32AM				
s 3.15		5.07	s 11.06 7.42	s 12.47	5.37	2.52	53.1	RA.....FRAZEE.....D 4.6	W148	8.02			s 11.06 10					
f 3.05		4.59	f 10.58	12.37	5.30	2.45	48.5	.....McHUGH.....P 4.9	W63	7.45			f 9.50				
s 2.55		4.51	s 10.48	s 12.25	5.22	2.37	43.9	DE.....DETROIT.....DN 0.7	E77 W72	7.25			s 9.30					
							42.9SOO LINE CROSSING..... Track Connection 3.3 Interlocked										
f 2.46							39.6OAK LAKE.....P 3.2										
s 2.39		4.39	s 10.33	f 12.10AM	5.10	2.25	36.4	AB.....AUDUBON.....D 5.5	W65	6.55			s 8.20					
s 2.27		4.30	s 10.22	s 11.58PM	5.01	2.16	30.9	AP.....LAKE PARK.....DN 6.6	Yard	6.35			L 8.00AM	A 9.20AM		A 4.10PM		
s 2.13			s 10.09	f 11.45			24.3DALE.....P 1.3	8 Spur					f 8.55				
s 2.10		L 4.16PM	s 10.06	11.41	4.48	2.03	23.0	WN.....MANITOBA JCT.....DN 3.7 Interlocked	E80	5.55			s 8.45			L 3.40PM		
s 2.03			s 9.59	s 11.33	4.42	1.57	19.3	HW.....HAWLEY.....D 6.0	W88	5.40			s 8.30					
s 1.50			f 9.47				13.3	US.....MUSKODA.....D 1.0	8 Spur				s 7.45					
1.48			9.45	11.18	4.30	1.45	12.3	.....WITHEROW..... 3.7	E93	5.10				f 7.25			
f 1.41							8.6	.....STOCKWOOD..... 3.8	15 Spur					s 7.00			
s 1.34			s 9.30	s 11.02	4.18	1.33	4.8	ND.....GLYNDON.....DN G. N. Crossing Track Connection 4.8 Interlocked	W75	4.35								
L 1.23PM			L 9.20AM	L 10.50PM	L 4.10PM 4.25	L 1.25AM 1.40	0.0	DH.....DILWORTH.....DN	Yard	L 4.15PM				L 6.30AM				
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily		Time Over Sub-division.		Daily			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
3.42	0.34	2.22	3.25	3.50	2.45	2.46		Average Speed per Hour.		7.10			7.40	2.50	1.20	0.30		
28.4	31.0	34.8	30.8	27.5	38.3	38.0				14.7			9.7	10.9	13.2	15.8		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN STAPLES AND DILWORTH. AUTOMATIC BLOCK BETWEEN STAPLES AND BARNES SPUR.

No. 10 will take passengers through to Lake Park destined to Third and Fourth Sub-division points.
No. 4 will stop at Detroit to let off passengers from points on S. P. & S. Ry. west of Spokane, and to pick up passengers for Chicago and East.
No. 8 will make No. 114s stops on signal on Sundays to receive or discharge passengers.
No. 10 and No. 114 will stop at Watts on signal to receive or discharge passengers.
No. 14 will stop at any station between Manitoba Jct. and Staples to let off passengers from points on Third and Fourth Sub-divisions.
No. 10 will stop at Aldrich to let off passengers from points west of Wadena and on Sundays will stop at Aldrich on Signal to receive and discharge passengers.
Nos. 4 and 8 will take passengers through to Detroit for Third and Fourth Sub-division points.
No. 2 will stop at Detroit and Wadena to let off passengers from Billings and west.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 6.

WESTWARD

SECOND SUB-DIVISION. (FERGUS FALLS BRANCH.)

EASTWARD

Main time table grid with columns for Third Class, Second Class, First Class, Stations, and various train numbers (745, 127, 115, 111, 112, 116, 128, 746). Includes sub-table for Sixth Sub-Division (Fairview Branch) and summary statistics at the bottom.

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

Nos. 745 and 746 will carry male passengers.

All trains will approach Wadena expecting to find trains occupying main line.

No. 131 has right over No. 132, Fairview Jct. to Great Bend.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 6.

WESTWARD

THIRD SUB-DIVISION
(RED RIVER BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		13		TIME TABLE No. 41G. JUNE 18, 1916. Succeeding No. 41F.		14		130		748	
Mixed	Freight	Passenger	Passenger	Station Numbers	Distance from Manitoba Junction	Stations	Distance from East Grand Forks	Car Capacity of Sidings	Passenger	Mixed	Way Freight	Ex. Sun.	Ex. Sun.
Mon., Wed. and Fri.	Daily	Daily	Daily			Telegraph Offices and Calls			Daily	Mon., Wed. and Fri.			
L 4.48PM		L 2.21PM	L 2.31	Y 289	0.0	WN.....MANITOBA JCT.....DN 5.1 Interlocked	93.7	95 As	4.14PM		As 3.40PM		
	6.10	s 2.31		NA 6	5.1	HI.....HITTERDAL.....D 6.9	88.6	88 s	4.04		s 3.13		
	6.37	s 2.45		W NA 13	12.0	U.....ULEN.....D 7.0	81.7	98 s	3.50		s 2.45		
	6.05	s 3.00		NA 20	19.0	SY.....SYRE.....D 5.0	74.7	85 s	3.36		s 1.55		
	6.27	s 3.11		W NA 26	24.0	AY.....TWIN VALLEY.....D 3.0	69.1	105 s	3.25		s 1.15		
		3.19		NA 29	27.0	.....HEIBERG..... 4.8	66.1	22	3.19				
	7.00	s 3.29		NA 34	32.4	G.....GARY.....D 6.0	61.3	109 s	3.09		s 12.30PM		
	7.22	f 3.41		NA 40	38.4	.....FLAMING..... 5.0	55.3	76 f	2.57		f 11.50AM		
	7.45	s 3.52		WC NA 46	44.0	FE.....FERTILE.....DN 8.0	49.7	115 s	2.46		s 11.00		
	8.20	f 4.07		NA 53	52.0	.....MELVIN..... 4.8	41.7	84 f	2.31		f 10.15		
		f 4.15		NA 58	56.8	.....KANKEL..... 3.0	36.9	5 f	2.22				
	8.50	f 4.21		NA 61	59.8	.....HAROLD..... 4.5	33.9	63 f	2.16		f 9.35		
					64.3	.....G. N. CROSSING..... Track Connection 2.8 Interlocked	29.4						
	9.30	s 4.34		W NA 66	67.1	CX.....CROOKSTON.....D 1.4	26.6	48 s	2.02		s 9.05		
	9.40	4.37		NA 70	68.6	.....ANGLIM..... 1.9	25.2	45	1.58		f 8.15		
					70.4	.....G. N. CROSSING..... 3.4	23.3						
	9.57	f 4.47		NA 75	73.8	.....HIXON..... 4.0	19.9	47 f	1.48		f 7.59		
	10.10	f 4.54		NA 70	77.8	.....FREEMAN..... 5.5	15.9	30 f	1.41		f 7.47		
	10.46	f 5.04		NA 85	83.3	.....DAVIDSON..... 5.4	10.4	75 f	1.31		s 7.31		
L 7.15PM	11.04	f 5.15		NA 90	88.7	.....CARTHAGE JCT..... 5.0	5.0	No Sdg	f 1.21		f 7.15		
A 7.30PM	A 11.25PM	As 5.25PM		WC NA 95	93.7	GX.....E. GRAND FORKS.....DN	0.0	Yard	L 1.12PM		L 7.00AM		
Mon., Wed. and Fri.	Daily	Daily							Daily	Mon., Wed. and Fri.	Ex. Sun.		
0.15	6.37	3.04				Time Over Sub-division			3.02	0.15	8.40		
20.0	14.1	30.5				Average Speed per Hour			30.8	20.0	10.8		

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

No. 748 will carry male passengers.

Unless otherwise instructed by special order, all irregular trains between Carthage Junction and Fertile will run via Crookston line. The switch one-fourth mile west of Fertile and at Carthage Junction will be kept set and locked for main line via Crookston. No. 129 will run into Grand Forks, and No. 130 will start from Grand Forks.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 6.

WESTWARD

FOURTH SUB-DIVISION (RED RIVER BRANCH)

EASTWARD

Table with columns for Second Class (633), First Class (13), and Third Class (752). Includes station names like Grand Forks, Kelly, Meckinock, Honeyford, Gilby, Johnstown, Forest River, Voss, Kellogg, Grafton, Cashel, Herrick, Drayton, Pittsburg, Bowesmont, Fleece, Joliette, McArthur, Pembina. Includes times and distances.

BETWEEN PEMBINA AND ST. JAMES JUNCTION TRAINS WILL BE GOVERNED BY CANADIAN NORTHERN TIME TABLE RULES AND REGULATIONS.

Table with columns for Second Class (634) and Freight. Includes station names like Pembina, Emerson Junction, Portage Junction, St. James Junction, Winnipeg Freight Yard, Winnipeg Passenger Depot. Includes times and distances.

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

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.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 6.

FIFTH SUB-DIVISION (RED LAKE FALLS BRANCH)

EASTWARD

Table with columns for Third Class (749), Second Class (129), and First Class (117). Includes station names like Fertile, Lees, Tilden Jct, G.N. Junction, Red Lake Falls Jct, Hilltop, Dorothy, G.N. Crossing, Buffington, Key-West, Carthage, Carthage Jct. Includes times and distances.

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

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.

SEE SPECIAL RULES AND INSTRUCTIONS ON PAGE 6.

WESTWARD

SEVENTH SUB-DIVISION (SHERACK BRANCH)

EASTWARD

Table with columns for Second Class (634) and Freight. Includes station names like Key-West, Omera, Sherack. Includes times and distances.

Time Over Sub-division Average Speed per Hour

SPECIAL RULES AND INSTRUCTIONS.

1. On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
2. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure Clearance Form "A" from the operator upon entering double track. Operators must secure authority from dispatcher before issuing clearance.
3. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
4. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
5. Except as modified above, the Transportation Rules govern.
6. Trains using Cross-overs in Automatic Signal territory must have at least ONE switch open while Train is on any part of the Cross-over.

STANDARD CLOCKS—Staples, Lake Park, Dilworth and East Grand Forks.

WATCH INSPECTORS—

Staples.....	H. L. Waldron.	East Grand Forks.....	F. M. Bigelow.
Fargo.....	J. C. S. Nelson.	Grand Forks.....	E. A. Arhart.
Wahpeton.....	E. E. Bassett.	Pembina.....	M. H. Miller.

BULLETIN STATIONS—Staples, Lake Park, Dilworth, East Grand Forks, Tilden Junction and Wahpeton.

REGISTERING STATIONS—Staples, Lake Park, Dilworth, Fertile, East Grand Forks, Pembina, Carthage Junction, G. N. Junction, Tilden Junction, Wahpeton and Oakes.

INTERLOCKING PLANTS—Staples, Wadena, Detroit, Manitoba Jct., Glyndon, Crookston, Forest River, Tilden Jct., Fergus Falls and Breckenridge.

SPEED RESTRICTIONS—Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
All trains reduce speed to fifteen miles per hour through crossovers and entering passing tracks and thirty miles per hour through interlocking plants.
Freight trains must not exceed thirty-five miles an hour between Lake Park and Glyndon.
All trains reduce speed to fifteen miles per hour over switch at Coal Dock, Fertile and twenty-five miles per hour over switch at Carthage Jct.

HELPER DISTRICTS—Between Glyndon and Witherow.

YARD LIMITS—Staples, Wadena, Detroit, Lake Park, Dilworth, Fertile, Crookston, Grand Forks, East Grand Forks, Grafton, Pembina, Fergus Falls, Wahpeton and Oakes.

DERAIL SWITCHES—

Wadena.....	East End G. N. Transfer.	Crookston.....	East End House Track.
New York Mills.....	East End House track.	".....	Each End Brickyard Tracks.
Lake Park.....	West End House track.	Delorme.....	East End Spur Track.
Muskoda-McGowan Pit.....	Just North of Hump.	Dorothy.....	West End Passing Track.
Nada.....	West End Doubling Spur.	Hilltop.....	West End Side Track.
Twin Valley.....	West End House Track		

Derail switches will be kept set and locked for derail when not in use.

TONNAGE RATING—FREIGHT ENGINES

	ENGINES.			
	Class P-3.	Class R.	Class T.	Class W.
	Tons	Tons	Tons	Tons
Westward:				
Staples to Lake Park.....	....	....	3000	3800
Lake Park to Dilworth.....	....	....	Car Limit	Car Limit
Staples to Wahpeton.....	1650	1700	2100	....
Wahpeton to Milnor.....	2100	2200	2600	....
Milnor to Oakes.....	1800	1900	2300	....
Lake Park to East Grand Forks.....	1900	2000	2400	....
East Grand Forks to Pembina.....	2000	2100	2500	....
Eastward:				
Dilworth to Lake Park with Helper, Glyndon to Witherow.....	....	....	2700	3500
Glyndon to Witherow without Helper.....	....	....	2000	2750
Lake Park to Staples.....	....	....	3200	4000
Oakes to Gwinner.....	1600	1650	2050	....
Gwinner to Wahpeton.....	3000	3100	3500	....
Wahpeton to Fergus Falls.....	1300	1350	1750	....
Wahpeton to Fergus Falls (doubling French).....	2000	2100	2500	....
Fergus Falls to Henning.....	1250	1300	1700	....
Henning to Staples.....	2700	2800	3200	....
Pembina to Meckinock.....	2700	2800	3200	....
Meckinock to East Grand Forks.....	3000	3100	3500	....
East Grand Forks to Lake Park.....	2100	2200	2600	....

When engines are unable to haul the rating, engineman 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 the engineman 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 Third and Fifth Sub-divisions is based on doubling into Fertile and Red Lake Falls, east bound and Hilltop, west bound. Tonnage for fast time freights will be regulated by the Superintendent.

COMMERCIAL SPURS.

FIRST SUB-DIVISION	
Distance from Staples	
Ice House Spur.....	60.5 Miles
Barnes Spur.....	101.9 "
SECOND SUB-DIVISION	
Distance from Wadena	
Hoot Lake Spur.....	49.7 Miles
Packing-House Spur.....	52.5 "
Bodson Spur.....	74.2 "
Star Lake.....	106.5 "

THIRD SUB-DIVISION	
Distance from Manitoba Jct.	
Nada.....	1.4 Miles
Crookston Mill Spur.....	66.4 "
Vannet.....	80.1 "
Nesbit.....	84.2 "
Cummings.....	86.0 "
Sullivan.....	91.2 "

FIFTH SUB-DIVISION	
Distance from Fertile	
Delorme.....	15.9 Miles
Perault.....	19.2 "
Kohler Spur.....	39.2 "
Walkerton.....	51.0 "
SIXTH SUB-DIVISION	
Distance from Fairview Jct.	
Berndt.....	11.7 Miles

LIMIT OF LOAD MEASUREMENT.

Height above Top of Rail.		Max. Height	Max. Width
1st Subdivision.....	Staples to Dilworth.....	21'-0"	11'-6"
2nd Subdivision.....	Wadena to Oakes.....	21'-0"	11'-6"
3rd Subdivision.....	Manitoba Jct. to East Grand Forks.....	19'-6"	11'-6"
4th Subdivision.....	East Grand Forks to Pembina.....	21'-0"	11'-6"
5th Subdivision.....	Fertile to Carthage Jct.....	19'-0"	11'-6"
6th Subdivision.....	Fairview Jct. to Keystone Jct.....	21'-0"	11'-6"
7th Subdivision.....	Fairview Jct. to Bayne.....	21'-0"	11'-6"

AUTHORIZED SURGEONS—MINNESOTA DIVISION AND BRANCHES.

Location of Stretchers (S).

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|---|--|
| DR. A. W. IDE, Chief Surgeon, Brainerd. | DR. O. M. HAUGAN, Fergus Falls. |
| DR. F. H. ALLEN, Staples (S). | DR. N. J. SHIELDS, Wahpeton (S). |
| Staples Tool Car (S). | DR. E. T. SHERPING, Wyndmere. |
| DR. C. A. CORSE, Verndale. | DR. H. W. EMANUEL, Milnor. |
| DR. PAUL KENYON, Wadena (S). | DR. F. W. MAERCKLEIN, Oakes (S). |
| DR. W. A. MILLER, N. Y. Mills. | DR. J. N. RISFORD, Fertile (S). |
| DR. J. L. BERTHOLD, Perham (S). | DR. C. E. DAMPIER, Crookston (S). |
| DR. E. R. BARTON, Frazee (S). | DR. H. M. WHEELER, Grand Forks. |
| DR. J. E. CARMAN, Detroit (S). | DR. C. S. CRANE, Oculist, Grand Forks. |
| DR. R. M. GUNDERSON, Lake Park (S). | East Grand Forks, Minn. (S). |
| DR. C. W. SIMISON, Hawley (S). | DR. J. E. COUNTRYMAN, Grafton. |
| DR. L. M. LOWE, Glyndon (S). | DR. H. M. WALDREN, Drayton. |
| DR. W. H. ABORN, Dilworth (S). | DR. C. B. HARRIS, Pembina (S). |
| DR. G. T. HAUGEN, Battle Lake. | DR. N. M. WATSON, Red Lake Falls. |

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employee 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,
Trainmaster.

D. E. NICHOLS,
Trainmaster.

F. M. SMITH,
Trainmaster.

A. W. McCLELLAND,
Chief Dispatcher.

