

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **MINNESOTA DIVISION**

# **TIME 51 TABLE**

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

**SUNDAY, JUNE 15, 1924.**

**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 Instructions and always have for reference a copy of TRANSPORTATION RULES.**

**C. L. NICHOLS,**  
General Manager.

**NEWMAN KLINE,**  
General Superintendent.

**E. J. HACKENBERG,**  
Superintendent.

**P. H. McCUALEY,**  
General Superintendent of Transportation.

## WESTWARD

FIRST SUB-DIVISION  
(MAIN LINE)

| THIRD CLASS |             |                         |          | SECOND CLASS       |                     |          |         | Wester, Fisher, Staples, Turn Tables, Wyes and Yard Limits.<br>Station Numbers. | Time Table No. 51.<br>JUNE 15, 1924.<br>Succeeding No. 50.        | FIRST CLASS  |                       |           |                       |                        |           |           |      |
|-------------|-------------|-------------------------|----------|--------------------|---------------------|----------|---------|---|---|--------------|-----------------------|-----------|-----------------------|------------------------|-----------|-----------|------|
| 745         | 743         | 741                     |          | 633                | 631                 | 605      | 603     |   |   | 1            | 3                     | 7         | 9                     | 13                     | 111       | 121       |      |
| Way Freight | Way Freight | Way Freight             |          | Freight            | Freight             | Freight  | Freight |   |   | Passenger    | Passenger             | Passenger | Passenger             | Passenger              | Passenger | Passenger |      |
| Ex. Sat.    | Ex. Sun.    | Ex. Sun.                |          | Daily              | Daily               | Daily    | Daily   |   |   | Daily        | Daily                 | Daily     | Daily                 | Daily                  | Ex. Sun.  | Ex. Sun.  |      |
| L 7.15AM    |             | L 7.30AM                |          | L 11.00AM          | L 11.30AM           | L 2.30PM |         | WCO TX  | 207 SO STAPLES 6.9 DN Cross over                                  | 0.0 L 2.55AM | L 1.55PM              | L 3.40AM  | L 2.25PM              | L 12.25PM              | L 2.30PM  | L 5.45AM  |      |
| 7.37        |             | s 8.00                  |          | 11.27              | 11.57AM             | 2.58     |         |   | 214 AC ALDRICH 4.0 D Cross over                                   | 6.9 3.06     | 2.07                  | 3.53      | 2.39                  | 12.36                  | s 2.44    | s 5.58    |      |
| 7.49        |             | s 8.27                  |          | 11.43AM            | 12.13PM             | 3.14     |         |   | 218 V VERNDALE 6.3 D Cross over                                   | 10.9 3.12    | 2.13                  | s 4.01    | s 2.47                | 12.42                  | s 2.52    | s 6.05    |      |
| A 8.10AM    |             | s 9.02                  |          | 12.11PM            | 12.52 <sub>13</sub> | 3.41     |         | WY X  | Interlocked G. N. CROSSING 0.4 Track Connection                   | 17.2         |                       |           |                       |                        |           |           |      |
| s           |             | s 9.27                  |          | 12.30              | 1.10                | 4.01     |         |   | 224 WA WADENA 4.9 DN Cross over                                   | 17.6 3.22    | s 2.24                | s 4.14    | s 3.00                | s 12.52 <sub>605</sub> | A 3.03PM  | s 6.19    |      |
|             |             | f 9.49                  |          |                    |                     |          |         |   | 228 UF BLUFFTON 3.2 D Cross over                                  | 22.5 3.29    | 2.33                  | 4.23      | s 3.10                | 1.00                   |           | s 6.29    |      |
|             |             | s 10.11                 |          | 1.12 <sub>13</sub> | 1.40                | 4.33     |         |   | 232 DOPELIUS 4.7 P Cross over                                     | 25.7         |                       |           |                       |                        |           | f 6.35    |      |
|             |             | f 10.38                 |          |                    |                     |          |         |   | 237 NM N. Y. MILLS 5.2 D Cross over                               | 30.4 3.41    | 2.46                  | s 4.38    | s 3.25                | 1.12 <sub>631</sub>    |           | s 6.44    |      |
|             |             | s 11.06                 |          | 1.48               | 2.17                | 5.16     |         |   | 242 RICHDALE 5.5 P Cross over                                     | 35.6         |                       |           |                       | f 3.35                 |           | f 6.54    |      |
|             |             | s 11.37AM               |          | 2.06               | 2.37                | 5.39     |         |   | 248 RN PERHAM 5.8 DN Cross over                                   | 41.1 3.56    | 3.04                  | s 4.59    | s 3.46                | 1.28                   |           | s 7.05    |      |
|             |             | s 12.06PM               |          | 2.24               | 2.68                | 6.00     |         | X   | 253 LUCE 5.4 P Cross over   | 46.0 4.04    | 3.13                  | 5.10      | s 3.57                | 1.37                   |           | f 7.16    |      |
|             |             | f 12.29                 |          | 2.39               | 3.14                | 6.18     |         |   | 259 RA FRAZEE 4.6 D Cross over                                    | 52.3 4.11    | 3.22                  | s 5.20    | s 4.07                | 1.45                   |           | s 7.26    |      |
|             |             | s 12.55 <sub>1.35</sub> |          | 3.01               | 3.37 <sub>3</sub>   | 6.37     |         |   | 264 McHUGH 4.9 P Cross over                                       | 56.0 4.18    | 3.30                  | 5.29      | f 4.16                | 1.52                   |           | f 7.35    |      |
|             |             |                         |          |                    |                     |          |         | X   | 269 DE DETROIT 0.7 DN Cross over                                  | 61.8 4.26    | s 3.37 <sub>605</sub> | s 5.39    | s 4.26                | s 2.00                 |           | s 7.45    |      |
|             |             |                         |          |                    |                     |          |         |   | SOO LINE CROSSING 3.3 Track Connection                            | 62.5         |                       |           |                       |                        |           |           |      |
|             |             |                         |          |                    |                     |          |         |   | 273 OAK LAKE 3.2 P  | 65.8         |                       |           |                       |                        |           | f 7.53    |      |
|             |             | s 2.12 <sub>13</sub>    |          | 3.30               | 3.58                | 7.06     |         |   | 276 AB AUDUBON 5.5 D Cross over                                   | 69.0 4.37    | 3.48                  | f 5.53    | s 4.40                | 2.12 <sub>741</sub>    |           | s 7.59    |      |
|             |             | L 12.05PM               | A 2.40PM | L 4.40PM           | 3.56 <sub>3</sub>   | 4.14     | 7.28    | WCO TX  | 282 AP LAKE PARK 6.6 DN Cross over                                | 74.5 4.45    | 3.56 <sub>631</sub>   | s 6.04    | s 4.51                | s 2.21                 |           | s 8.10    |      |
|             |             | f 12.42                 |          |                    |                     |          |         |   | 287 DALE 1.3 P  | 81.1         |                       | f 6.17    | s 6.04                |                        |           | s 8.23    |      |
|             |             | s 12.49                 |          | A 5.00PM           | 4.18                | 4.42     | 7.59    | Y   | 289 WN MANITOBA JCT. 3.7 DN Interlocked Cross over                | 82.4 4.57    | s 4.08                | 6.20      | s 6.07                | A 2.36PM               |           | s 8.26    |      |
|             |             | s 1.10                  |          |                    | 4.32 <sub>9</sub>   | 5.14     | 8.14    |   | 293 HW HAWLEY 6.0 D Cross over                                    | 86.1 5.03    | 4.14                  | s 6.27    | s 5.14 <sub>605</sub> |                        |           | s 8.33    |      |
|             |             | s 1.44                  |          |                    |                     |          |         |   | 296 US MUSKODA 1.0 D Cross over                                   | 92.1         |                       |           | s 5.26                |                        |           | s 8.45    |      |
|             |             | 1.60                    |          |                    | 4.58                | 5.48     | 8.42    | W   | 297 WITHEROW 3.8 D Cross over                                     | 98.1 5.13    | 4.24                  | 6.41      | 5.28                  |                        |           | 8.47      |      |
|             |             | f 2.11                  |          |                    |                     |          |         |   | 302 STOCKWOOD 3.7 P   | 96.8         |                       |           |                       |                        |           | f 8.54    |      |
|             |             | s 2.32                  |          |                    | 5.33                | 6.11     | 9.12    |   | 306 ND GLYNDON 4.8 DN G. N. Crossing Interlocked Track Connection | 100.6 5.23   | 4.34                  | s 6.55    | s 5.43                |                        |           | s 9.02    |      |
|             |             | A 3.00PM                |          | A 5.50PM           | A 6.30PM            | A 9.30PM |         | WCO TX  | 311 DH DILWORTH 4.8 DN Cross over                                 | 105.4 5.31PM | A 4.42PM              | A 7.05PM  | A 5.55PM              |                        | A 9.13AM  |           |      |
|             |             | Ex. Sat.                | Ex. Sun. | Ex. Sun.           | Daily               | Daily    | Daily   |   |   |              | Daily                 | Daily     | Daily                 | Daily                  | Ex. Sun.  | Ex. Sun.  |      |
| .55         | 2.55        | 6.30                    |          | .20                | 6.50                | 7.00     | 7.00    |   |   |              | 2.36                  | 2.47      | 3.25                  | 3.80                   | 2.10      | .33       | 3.28 |
| 19.2        | 10.5        | 31.4                    |          | 23.7               | 15.9                | 15.0     | 15.0    |   |   |              | 40.5                  | 37.8      | 30.8                  | 30.1                   | 38.0      | 32.0      | 30.4 |

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 DILWORTH.

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

## EASTWARD

(MAIN LINE.)

## FIRST CLASS

|            |            |           |           |          |          |          |
|------------|------------|-----------|-----------|----------|----------|----------|
| <b>122</b> | <b>112</b> | <b>14</b> | <b>10</b> | <b>8</b> | <b>4</b> | <b>2</b> |
|------------|------------|-----------|-----------|----------|----------|----------|

|           |           |           |           |           |           |           |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Passenger |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|

|          |          |       |       |       |       |       |
|----------|----------|-------|-------|-------|-------|-------|
| Ex. Sun. | Ex. Sun. | Daily | Daily | Daily | Daily | Daily |
|----------|----------|-------|-------|-------|-------|-------|

|          |           |          |           |          |          |          |
|----------|-----------|----------|-----------|----------|----------|----------|
| A 4.55PM | A 12.30PM | A 5.50PM | A 12.45PM | A 2.40AM | A 3.48AM | A 5.00AM |
|----------|-----------|----------|-----------|----------|----------|----------|

|        |         |      |       |        |      |      |
|--------|---------|------|-------|--------|------|------|
| s 4.41 | s 12.17 | 5.38 | 12.30 | f 2.25 | 3.37 | 4.50 |
|--------|---------|------|-------|--------|------|------|

|        |           |      |         |        |      |      |
|--------|-----------|------|---------|--------|------|------|
| s 4.33 | s 12.09PM | 5.31 | s 12.22 | s 2.16 | 3.31 | 4.44 |
|--------|-----------|------|---------|--------|------|------|

|        |           |        |           |        |      |      |
|--------|-----------|--------|-----------|--------|------|------|
| s 4.19 | L 11.56AM | s 5.19 | s 12.07PM | s 2.01 | 3.20 | 4.34 |
|--------|-----------|--------|-----------|--------|------|------|

|        |  |      |           |      |      |      |
|--------|--|------|-----------|------|------|------|
| s 4.09 |  | 5.11 | s 11.56AM | 1.60 | 3.13 | 4.27 |
|--------|--|------|-----------|------|------|------|

|        |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|
| f 4.03 |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|

|        |  |      |         |        |      |      |
|--------|--|------|---------|--------|------|------|
| s 3.63 |  | 4.69 | s 11.39 | s 1.33 | 3.01 | 4.15 |
|--------|--|------|---------|--------|------|------|

|        |  |      |         |  |  |  |
|--------|--|------|---------|--|--|--|
| f 3.43 |  | 4.50 | f 11.27 |  |  |  |
|--------|--|------|---------|--|--|--|

|        |  |        |         |        |      |      |
|--------|--|--------|---------|--------|------|------|
| s 3.32 |  | s 4.41 | s 11.15 | s 1.10 | 2.46 | 4.01 |
|--------|--|--------|---------|--------|------|------|

|        |  |      |         |       |      |      |
|--------|--|------|---------|-------|------|------|
| f 3.21 |  | 4.31 | s 11.03 | 12.58 | 2.38 | 3.54 |
|--------|--|------|---------|-------|------|------|

|        |  |        |         |         |      |      |
|--------|--|--------|---------|---------|------|------|
| s 3.10 |  | s 4.22 | s 10.62 | s 12.46 | 2.31 | 3.47 |
|--------|--|--------|---------|---------|------|------|

|        |  |      |         |       |      |      |
|--------|--|------|---------|-------|------|------|
| f 3.01 |  | 4.14 | f 10.43 | 12.36 | 2.24 | 3.40 |
|--------|--|------|---------|-------|------|------|

|        |  |        |         |         |      |      |
|--------|--|--------|---------|---------|------|------|
| s 2.51 |  | s 4.06 | s 10.33 | s 12.25 | 2.17 | 3.33 |
|--------|--|--------|---------|---------|------|------|

|        |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|
| f 2.43 |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|

|        |  |      |         |           |      |      |
|--------|--|------|---------|-----------|------|------|
| s 2.36 |  | 3.54 | s 10.18 | f 12.09AM | 2.06 | 3.22 |
|--------|--|------|---------|-----------|------|------|

|        |  |        |         |           |      |      |
|--------|--|--------|---------|-----------|------|------|
| s 2.25 |  | s 3.45 | s 10.06 | s 11.57PM | 1.58 | 3.14 |
|--------|--|--------|---------|-----------|------|------|

|        |  |        |         |  |  |  |
|--------|--|--------|---------|--|--|--|
| s 2.12 |  | s 9.52 | f 11.43 |  |  |  |
|--------|--|--------|---------|--|--|--|

|        |  |          |        |       |      |      |
|--------|--|----------|--------|-------|------|------|
| s 2.09 |  | L 3.30PM | f 9.49 | 11.40 | 1.46 | 3.03 |
|--------|--|----------|--------|-------|------|------|

|        |  |  |        |         |      |      |
|--------|--|--|--------|---------|------|------|
| s 2.02 |  |  | s 9.41 | s 11.32 | 1.40 | 2.58 |
|--------|--|--|--------|---------|------|------|

|        |  |  |        |  |  |  |
|--------|--|--|--------|--|--|--|
| s 1.50 |  |  | f 9.28 |  |  |  |
|--------|--|--|--------|--|--|--|

|      |  |  |      |       |      |      |
|------|--|--|------|-------|------|------|
| 1.48 |  |  | 9.26 | 11.17 | 1.29 | 2.48 |
|------|--|--|------|-------|------|------|

|        |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|
| f 1.40 |  |  |  |  |  |  |
|--------|--|--|--|--|--|--|

|        |  |  |        |         |      |      |
|--------|--|--|--------|---------|------|------|
| s 1.33 |  |  | s 9.10 | s 11.01 | 1.17 | 2.37 |
|--------|--|--|--------|---------|------|------|

|          |  |  |          |           |          |          |
|----------|--|--|----------|-----------|----------|----------|
| L 1.23PM |  |  | L 9.00AM | L 10.50PM | L 1.09PM | L 2.29PM |
|----------|--|--|----------|-----------|----------|----------|

|          |          |       |       |       |       |       |
|----------|----------|-------|-------|-------|-------|-------|
| Ex. Sun. | Ex. Sun. | Daily | Daily | Daily | Daily | Daily |
|----------|----------|-------|-------|-------|-------|-------|

|      |     |      |      |      |      |      |
|------|-----|------|------|------|------|------|
| 3.32 | .34 | 2.20 | 3.45 | 3.50 | 2.39 | 2.31 |
|------|-----|------|------|------|------|------|

|      |      |      |      |      |      |      |
|------|------|------|------|------|------|------|
| 29.8 | 31.0 | 35.3 | 28.1 | 27.4 | 39.8 | 41.8 |
|------|------|------|------|------|------|------|

## Time Table No. 51.

JUNE 15, 1924.  
Succeeding No. 50.

## STATIONS

## Telegraph Offices and Calls

Distance from Dilworth

| Car Capacity<br>of Sidings | SECOND CLASS |         |       |          |           |          | THIRD CLASS |          |             |             |             |
|----------------------------|--------------|---------|-------|----------|-----------|----------|-------------|----------|-------------|-------------|-------------|
|                            | 602          | Freight | Daily | Yard     | 742       | 744      | 746         | 748      | Way Freight | Way Freight | Way Freight |
|                            |              |         |       | A 9.40PM | A 3.00PM  | A 3.05PM |             |          |             |             |             |
| W64                        |              | 9.10    |       |          | s 2.22    |          | 2.30        |          |             |             |             |
| E72<br>W70                 |              | 8.54    |       |          | s 2.00    |          | 2.10        |          |             |             |             |
|                            |              |         |       |          |           |          |             |          |             |             |             |
| E109<br>W104               |              | 8.26    |       |          | s 1.22    |          | 1.40PM      |          |             |             |             |
| 10<br>Spur                 |              | 8.06    |       |          | s 12.55   |          |             |          |             |             |             |
| 6<br>Spur                  |              |         |       |          | f 12.37   |          |             |          |             |             |             |
| E70<br>W71                 |              | 7.34    |       |          | s 12.10PM |          |             |          |             |             |             |
| W33                        |              | 7.13    |       |          | s 11.40AM |          |             |          |             |             |             |
| E104<br>W71                |              | 6.51    |       |          | s 11.15   |          |             |          |             |             |             |
| W60                        |              | 6.28    |       |          | s 10.35   |          |             |          |             |             |             |
| W151                       |              | 6.06    |       |          | s 10.05   |          |             |          |             |             |             |
| W60                        |              | 5.47    |       |          | f 9.39    |          |             |          |             |             |             |
| E105<br>W64                |              | 5.27    |       |          | s 9.12    |          |             |          |             |             |             |
|                            |              |         |       |          |           |          |             |          |             |             |             |
|                            |              |         |       |          |           |          |             |          |             |             |             |
| W60                        |              | 4.57    |       |          | s 8.31    |          |             |          |             |             |             |
| Yard                       |              | 4.35    |       |          | L 8.00AM  | A 9.50AM | A 3.40PM    |          |             |             |             |
| 20<br>Spur                 |              |         |       |          | f 9.15    |          |             |          |             |             |             |
| E76                        |              | 4.03    |       |          | s 9.03    |          | 3.10PM      |          |             |             |             |
| W82                        |              | 3.48    |       |          | s 8.47    |          |             |          |             |             |             |
| 13<br>Spur                 |              |         |       |          | s 8.13    |          |             |          |             |             |             |
| E86                        |              | 3.20    |       |          | 8.07      |          |             |          |             |             |             |
| 34<br>Spur                 |              |         |       |          | f 7.46    |          |             |          |             |             |             |
| W70<br>Spur                |              | 2.50    |       |          | s 7.24    |          |             |          |             |             |             |
| Yard                       |              | 2.35PM  |       |          | L 7.00AM  |          |             |          |             |             |             |
|                            |              |         |       |          | Ex. Sun.  | Ex. Sun. | Ex. Sun.    | Ex. Sun. |             |             |             |
|                            |              |         |       |          | 7.05      |          | 2.50        | 1.25     | .30         |             |             |
|                            |              |         |       |          |           |          | 10.8        | 10.9     | 12.4        | 15.8        |             |

Time Over Sub-division.

Average Speed per Hour.

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 DILWORTH.

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

# Northern Pacific Railway Company

Minnesota

Office of Superintendent.....Division

Staples, Minnesota, Sept. 19 24

19

12  
No. ....

All Concerned:

Sept. 23, 1924

Effective ..... during the  
continuance of Time Table No. 101 with runs forty-five minutes late.  
on its present time table schedule, Staples to Fargo.

Post Circular Points.  
18 cys to PHM  
2 cys to ABS  
Post T&E Bulletin Boards at:  
GJD MN  
NPW Wn  
TH Gx  
FWL FB  
AMM File 3  
AP  
PG

E. J. Hackenberg,

Superintendent.

Minnesota

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

NORTHERN PACIFIC RAILWAY COMPANY.

Office of Division Superintendent of the Minnesota Division.

Staples, Minnesota,  
November 4th, 1924.

ALL CONCERNED:

The name of the station now designated as  
"Dopelius" three miles west of Bluffton and five miles East  
of New York Mills, is hereby changed to read -

"Topelius."

E. H. Hackenberg,

Superintendent.

Post Circular Points  
Post T.&E. Bulletin Boards  
Copy to all Superintendents

Copy JMR  
GLN  
PHM  
NK  
WJS  
CRL

# Northern Pacific Railway Company

Office of Superintendent Minnesota Division

Staples, Minn., June 12th, 1924

No. 5

All Concerned:

Effective June 15, 1924 during the  
continuance of Time Table No. 51.

Sand Beach, Pokegama Beach, and Smith's Club House just  
east of Detroit will be flag stops for Trains 121, 122, 9 and 10.

Post Circular Points  
18 cys PHM  
2 cys ABS  
Post T&E Bulletin Boards:  
NPW Wire Chief Fo  
GJD Fo  
EAK Mh  
TW.

E. J. Hackenberg

Superintendent.

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

# Northern Pacific Railway Company

Office of Superintendent MINNESOTA Division

Staples, Minn., Sept. 4, 1924

No. 9

All Concerned:

Effective Sept. 8, 1924 during the  
continuance of Time Table No. 51.

Time table Circular No. 6 of June 12, 1924, is  
hereby cancelled, and there will be two way freights on  
the district between Staples and Lake Park on our main line,  
and one turn around wayfreight between Dilworth and Lake  
Park, as per time table.

Post Circular Points  
18 cys PHM  
2 cys ABS  
Post T&E Bulletin Boards:  
NPW TW  
GJD WCFo  
EAK Fo  
FB Mh  
File 2

E. J. Hackenberg,  
Superintendent.

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

EASTWARD

| D CLASS              | THIRD CLASS |             |             |             |
|----------------------|-------------|-------------|-------------|-------------|
|                      | 742         | 744         | 746         | 748         |
|                      | Way Freight | Way Freight | Way Freight | Way Freight |
|                      | Ex. Sun.    | Ex. Sun.    | Ex. Sun.    | Ex. Sun.    |
| A 4.55 <sup>12</sup> | A 12.3      |             |             |             |
| s 4.41               | s 12.1      |             |             |             |
| s 4.33               | s 12.0      |             |             |             |
|                      |             |             |             |             |
| s 4.19               | L 11.5      |             |             |             |
| s 4.09               |             |             |             |             |
| t 4.03               |             |             |             |             |
| s 3.53               |             |             |             |             |
| t 3.43               |             |             |             |             |
| s 3.32               |             |             |             |             |
| t 3.21               |             |             |             |             |
| s 3.10               |             |             |             |             |
| t 3.01               |             |             |             |             |
| s 2.51               |             |             |             |             |
|                      |             |             |             |             |
| t 2.43               |             |             |             |             |
| s 2.36               |             |             |             |             |
| s 2.25               |             |             |             |             |
| s 2.12               |             |             |             |             |
| s 2.09               |             |             |             |             |
| s 2.02               |             |             |             |             |
| s 1.50               |             |             |             |             |
| t 1.48               |             |             |             |             |
| t 1.40               |             |             |             |             |
| s 1.33               |             |             |             |             |
| L 1.23 <sup>14</sup> |             |             |             |             |
|                      | Ex. Sun.    | Ex. Sun.    | Ex. Sun.    | Ex. Sun.    |
| 3.32                 | .34         |             |             |             |
| 29.8                 | 31.0        |             |             |             |

SECTION.  
DILWORTH.

## SPECIAL INSTRUCTIONS PAGES 6 AND 7.

## Northern Pacific Railway Company

Office of Superintendent Minnesota Division

Staples, Minnesota, June 12, 1924

No. 6

All Concerned:

Effective June 15th, 1924 during the  
continuance of Time Table No. 51.

Main Line way freight service between Staples and Dilworth  
will be handled by two instead of three crews.

No. 741 will run Mondays, Tuesdays, Thursdays and Fridays.

No. 742 will run Mondays, Wednesdays, Thursdays and  
Saturdays.

Nos. 743 and 744 will run Tuesdays, Wednesdays, Fridays  
and Saturdays.

On the days that both trains 741 and 742 run between  
Staples and Lake Park the switching will be divided between  
these trains same as it has been in the past, but on days that  
only one of these trains runs between Staples and Lake Park by  
either 741 or 742.

## Post Circular Points

18 cys PHM

2 cys ABS

Post T&amp;E Bulletin Boards:

NPW

GJD Wire Chief Fo

EAK Fo

TW Mn

E. J. Hackenberg

Superintendent.



Form 567

# Northern Pacific Railway Company

Office of Superintendent Minnesota Division

Staples, Minnesota Sept. 15th 1924

Office of Superintendent MINNESOTA Division

Staples, Minnesota, Sept. 3, 1924

No. 8

All Concerned:

Effective Sept. 2nd, 1924 during the  
continuance of Time Table No. 51.

There will be daily except Sunday way freight service  
in each direction between Wahpeton and Oakes, the way freight  
extra west Tuesdays, Thursdays, and Saturdays, and wayfreight  
extra east Mondays, Wednesdays, and Fridays, handling adult male  
passengers only.

This will not change instructions in time table  
Circular No. 7 to the effect that No. 753 each Monday and 754  
each Thursday will make the trip from Fairview Junction to  
Great Bend and Berndt and return.

Post Circular Points,  
Post T&E Bulletin Boards:

|     |        |
|-----|--------|
| NEW | Gb     |
| TH  | Rt     |
| AWM | PHM 18 |
| EAK | ABS 2  |
| GJD |        |
| Wp  |        |

E. J. Hackenberg,

Superintendent.

No. 11

All Concerned:

Effective Sept. 16, 1924 during the  
continuance of Time Table No. 51.

Time table circular No. 8 of September 3rd, as to  
daily except Sunday way freight service between Wahpeton and Oakes  
is hereby cancelled and there will be but one crew operated as per  
time table No. 51.

This will not change instructions in time table  
Circular No. 7 to the effect that No. 753 each Monday and 754 each  
Thursday will make the trip from Fairview Junction to Great Bend  
and Berndt and return.

Post Circular Points.  
Post T&E Bulletin Boards:  
NPW  
TH  
AWM  
EAK  
GJD  
Wp  
Cx  
Rt  
PHM 18  
ABS 2

E. J. Hackenberg  
Superintendent.

**Northern Pacific Railway Company**

Office of Superintendent MINNESOTA Division

Staples, Minnesota, Sept. 3, 1924

No. 8

All Concerned:

Effective Sept. 2nd, 1924 during the  
continuance of Time Table No. 51.

There will be daily, except Sunday way freight service  
in each direction between Wahpeton and Oakes, the way freight  
extra west Tuesdays, Thursdays, and Saturdays, and wayfreight  
extra east Mondays, Wednesdays, and Fridays, handling adult male  
passengers only.

This will not change instructions in time table  
Circular No. 7 to the effect that No. 753 each Monday and 754  
each Thursday will make the trip from Fairview Junction to  
Great Bend and Berndt and return.

Post Circular Points.

Post T&E Bulletin Boards:

NFW Gb  
TH Rt  
AWM PHM 18  
EAK ABS 2  
GJD  
Wp

E. J. Hackenberg,

Superintendent.

**Northern Pacific**

Office of Superintendent MINNESOTA Division

Staples, Minnesota Aug. 18th, 1924

No. 7

All Concerned:

Effective August 18th, 1924 during the  
continuance of Time Table No. 51 and cancelling T.T. Circular #2 of  
March 17th, 1924.

Effective at once #753 each Monday and #754 each Thursday  
and Saturday will make the trip from Fairview Junction to Great  
Bend and Berndt and return.

Post T&E Bulletin Boards.

NPW  
TH  
AVM  
EAK  
GJD  
Wp  
Gb  
Rt  
PHM 18  
ABS 2

E. J. Hackenberg,  
Superintendent.

WESTWARD

EASTWARD

| THIRD CLASS             |         | SECOND CLASS |         | FIRST CLASS |           | 13                                 |                    | Time Table No. 51.<br>June 15, 1924.<br>Succeeding No. 50. |   | 14                                      |                           | FIRST CLASS |       | SECOND CLASS   |           | THIRD CLASS |  |
|-------------------------|---------|--------------|---------|-------------|-----------|------------------------------------|--------------------|--|---|---|---------------------------|-------------|-------|----------------|-----------|-------------|--|
| Mixed                   | Freight | Mixed        | Freight | Passenger   | Passenger | Distance from<br>Manitoba Junction | Station<br>Numbers | Distance<br>from<br>Junction                               | Stations  | Distance<br>from<br>East<br>Grand Forks | Car Capacity<br>or Siding | Passenger   | Mixed | Way<br>Freight | Ex. Sun.  |             |  |
| Tue., Thur.<br>and Sat. | Daily   |              |         |             |           | L 2.37PM                           | Y 289              | 0.0  | WN<br>Interlocked<br>MANITOBA JCT.<br>5.1             | DN 93.7                                 | 95 s 3.30PM               |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 5.23                             | NA 6               | 5.1  | HITTERDAL<br>6.9                                      | D 88.6                                  | 88 s 3.17                 |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 5.54                             | W NA 13            | 12.0   | ULEN<br>7.0   | D 81.7                                  | 98 s 3.02<br>13           |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 6.24                             | NA 20              | 19.0   | SYRE<br>5.6   | D 74.7                                  | 85 s 2.49                 |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 6.47                             | W X NA 26          | 24.6   | AY<br>TWIN VALLEY<br>8.0                              | D 69.1                                  | 105 s 2.38                |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 7.19                             | NA 29              | 27.6   | HEIBERG<br>4.8  | 66.1                                    | 22 Spur 2.32              |             |       |                |           |             |  |
|                         |         |              |         |             |           | f 7.43                             | NA 34              | 32.4   | GARY<br>6.0   | D 61.3                                  | 109 s 2.23                |             |       |                | s 12.40   |             |  |
|                         |         |              |         |             |           | s 8.06                             | WCO YX NA 46       | 44.0   | FERTILE<br>8.0  | DN 49.7                                 | 115 s 2.00                |             |       |                | s 11.47AM |             |  |
|                         |         |              |         |             |           | s 8.39                             | X NA 53            | 52.0   | MELVIN<br>4.8   | 41.7                                    | 84 f 1.44                 |             |       |                | f 11.10   |             |  |
|                         |         |              |         |             |           | s 9.11                             | f 4.30             | NA 58  | KANKEL<br>3.0   | 36.9                                    | 5 Spur 1.35               |             |       |                | f 10.34   |             |  |
|                         |         |              |         |             |           | s 9.41                             | f 4.36             | NA 61  | HAROLD<br>4.5   | 33.9                                    | 63 f 1.29                 |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 9.47                             |                    | 64.3   | G. N. CROSSING<br>2.8 Track Connection<br>Interlocked | 29.4                                    |                           |             |       |                | s 10.00   |             |  |
|                         |         |              |         |             |           | s 10.09                            | WX NA 69           | 67.1   | CROOKSTON<br>1.4                                      | D 26.6                                  | 48 s 1.15                 |             |       |                | f 9.54    |             |  |
|                         |         |              |         |             |           | s 10.25                            | NA 70              | 68.5   | ANGLIM<br>1.9   | N 25.2                                  | 45 f 1.12                 |             |       |                | f 9.30    |             |  |
|                         |         |              |         |             |           | s 10.49                            |                    | 70.4   | G. N. CROSSING<br>3.4                                 | 23.3                                    |                           |             |       |                | f 9.12    |             |  |
|                         |         |              |         |             |           | s 11.11                            | f 5.03             | NA 75  | HIXON<br>4.0  | 19.9                                    | 47 f 1.02                 |             |       |                |           | s 8.47      |  |
|                         |         |              |         |             |           | A 7.45PM A 11.36PM                 | f 5.10             | NA 78  | FREEMAN<br>5.5  | 15.9                                    | 30 f 12.54                |             |       |                |           |             |  |
|                         |         |              |         |             |           | s 15                               | f 5.21             | NA 85  | DAVIDSON<br>5.4                                       | 10.4                                    | 75 f 12.44                |             |       |                |           |             |  |
|                         |         |              |         |             |           | 20.0                               | f 5.32             | NA 90  | CARTHAGE JCT.<br>5.0                                  | 5.0                                     | No Sdg f 12.34            |             |       |                |           |             |  |
|                         |         |              |         |             |           | 14.2                               | A 5.42PM WCO TX    | NA 95  | E. GRAND FORKS  | DN 0.0                                  | Yard 12.25PM              |             |       |                |           |             |  |
|                         |         |              |         |             |           | 30.3                               |                    |  | Time Over Sub-division                                |   | Daily                     |             |       |                |           |             |  |
|                         |         |              |         |             |           | 3.05                               |                    |  | Avg Speed per Hour                                    |   | 3.05                      |             |       |                |           |             |  |
|                         |         |              |         |             |           |                                    |                    |  |   |   |                           |             |       |                |           |             |  |
|                         |         |              |         |             |           |                                    |                    |  |   |   |                           |             |       |                |           |             |  |

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

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

## EASTWARD

| FIRST CLASS             | SECOND CLASS | THIRD CLASS             |
|-------------------------|--------------|-------------------------|
|                         |              | 748                     |
| Mixed                   |              | Way Freight             |
| Tue., Thur.<br>and Sat. |              | Ex. Sun.                |
|                         |              | A 3.10 <sup>m</sup>     |
|                         |              | s 2.48 <sup>13</sup>    |
|                         |              | s 2.12                  |
|                         |              | s 1.40                  |
|                         |              | s 1.15                  |
|                         |              | s 1.240                 |
|                         |              | f 12.12 <sup>m</sup>    |
|                         |              | s 11.47 <sup>m</sup>    |
|                         |              | f 11.10                 |
|                         |              | f 10.34                 |
|                         |              | s 10.00                 |
|                         |              | f 9.54                  |
|                         |              | f 9.30                  |
|                         |              | f 9.12                  |
|                         |              | s 8.47                  |
|                         |              | A 8.30 <sup>m</sup>     |
|                         |              | f 8.23                  |
|                         |              | L 8.15 <sup>m</sup>     |
|                         |              | L 8.00 <sup>m</sup>     |
|                         |              | Tue., Thur.<br>and Sat. |
|                         |              | .15                     |
|                         |              | Ex. Sun.                |
|                         |              | 7.10                    |
|                         |              | 20.0                    |
|                         |              | 13.1                    |

## DIRECTION.

| WESTWARD                |              |
|-------------------------|--------------|
| THIRD CLASS             | SECOND CLASS |
|                         | 129          |
| Mixed                   |              |
| Tue., Thur.<br>and Sat. | L            |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
|                         |              |
| L 7.30 <sup>m</sup>     |              |
| A 7.45 <sup>m</sup>     | A            |
| Tue., Thur.<br>and Sat. |              |
| .15                     |              |
| 20.0                    |              |

Northern Pacific Railway Co. *Hackenberg*Office of Superintendent *Minnesota* Division

Staples, Minn., Sept. 4,

19

10  
No.

All Concerned:

Sept. 5, 1924

Effective 51 during the continuance of Time Table No.

There will be a tri-weekly freight put on between

Lake Park and Fertile in addition to the present service.

This train will leave Lake Park at 9:00 A.M. Mondays, Wednesdays and Fridays, leaving Fertile at 8:00 A.M. Tuesdays, Thursdays and Saturdays.

This way extra will carry male passengers between stations at which it stops.

Post Circular Points

18 Cys PHM

2 cys ABS

Post T&amp;E Bulletin Boards:

NPW Wn

FWL Gx

AWM FB

WC Fo File 2

E. J. Hackenberg,

Superintendent.



## WESTWARD

FOURTH SUB-DIVISION  
(RED RIVER BRANCH)

## EASTWARD

| SECOND CLASS | FIRST CLASS | Water, Fuel, Scales,<br>Turntables, Wyes<br>and Yard Limits. | Station<br>Numbers. | Distance from<br>East Grand Forks. | Time Table No. 51.<br>June 15, 1924.<br>Succeeding No. 50. | 14   | THIRD<br>CLASS |
|--------------|-------------|--|---------------------|------------------------------------|--|------|----------------|
|              | 633         |  | 13                  |                                    |  |      | 752            |
| Freight      |             | Passenger  |                     |                                    |  |      |                |
| Ex. Sat.     |             | Daily  |                     |                                    |  |      |                |
| L 1.25AM     |             | L 5.47PM   | WC OTX              | NA 95                              | 0.0 GX E. GRAND FORKS DN 0.5                               | 94.4 | Yard           |
| 1.27         |             | s 5.52   | X                   | NA 96                              | 0.5 GRAND FORKS 0.9  | 93.9 | s 12.15        |
|              |             |  |                     |                                    | 1.4 G. N. CROSSING 1.8 Track Conn.                         | 93.0 |                |
|              |             |  |                     |                                    | 3.2 G. N. CROSSING 2.6                                     | 91.2 |                |
| 1.49         |             | f 6.03   | NA 101              | 5.8                                | BOLACK 5.2   | 88.6 | .72 f 12.02PM  |
| 2.10         |             | f 6.13   | NA 106              | 11.0                               | KELLY 6.2  | 83.4 | s 11.52AM      |
| 2.37         |             | s 6.26   | W NA 112            | 17.2 MF                            | MECKINOCK 5.5  | 77.2 | s 11.40        |
| 3.00         |             | s 6.37   | NA 118              | 22.7 BM                            | HONEYFORD 3.5  | 71.7 | s 11.29        |
| 3.15         |             | s 6.44   | NA 121              | 26.2 GB                            | GILBY 4.3  | 68.2 | s 11.22        |
| 3.33         |             | f 6.53   | NA 126              | 30.5 JH                            | JOHNSTOWN 4.7  | 63.9 | t 11.13        |
| 3.52         |             | s 7.03   | W NA 130            | 35.2 FV                            | FOREST RIVER 0.3   | 59.2 | s 11.04        |
|              |             |  |                     | 35.5 SOO LINE CROSSING             | Interlocked 5.6 Track Conn.                                | 58.9 |                |
| 4.16         |             | s 7.15   | NA 136              | 41.1 VO                            | VOSS 4.6   | 53.3 | s 10.52        |
| 4.34         |             | f 7.24   | NA 141              | 45.7                               | KELLOGG 3.0  | 48.7 | t 10.43        |
|              |             |  |                     | 48.7 G. N. CROSSING                | 1.1 Track Conn.  | 45.7 |                |
| 4.51         |             | s 7.32   | WX NA 145           | 49.8 GO                            | GRAFTON 7.0  | 44.6 | 109 s 10.35    |
| 5.21         |             | s 7.46   | NA 152              | 56.8 CH                            | CASHEL 3.6   | 37.6 | 108 s 10.21    |
| 5.36         |             | f 7.53   | NA 155              | 60.4                               | HERRICK 4.9  | 34.0 | t 10.14        |
| 5.58         |             | s 8.03   | W NA 160            | 65.8 DA                            | DRAYTON 4.7  | 29.1 | 138 s 10.04    |
| 6.18         |             | f 8.13   | NA 165              | 70.0                               | PITTSBURG 4.1  | 24.4 | 29 t 9.55      |
| 6.35         |             | s 8.21   | NA 169              | 74.1 BQ                            | BOWESMONT 5.0  | 20.3 | 77 s 9.48      |
|              |             | f 8.32   | NA 174              | 79.1                               | FLEECE 4.6   | 15.3 | 15 f 9.39      |
| 7.15         |             | s 8.42   | NA 179              | 83.7 JO                            | JOLIETTE 3.7   | 10.7 | s 9.31         |
| 7.31         |             | f 8.50   | NA 183              | 87.4                               | McARTHUR 7.0   | 7.0  | t 9.24         |
| A 8.00AM     |             | A 9.05PM   | WCY X               | NA 190                             | 94.4 PB PEMBINA D  | 0.0  | Yard L 9.10AM  |
| s            |             |  |                     |                                    |  |      | 4 9.30PM       |

BETWEEN PEMBINA AND WINNIPEG TRAINS ARE OPERATED OVER MIDLAND RAILWAY OF MANITOBA.

|          | A 11.20PM |       | WINNIPEG |  | L 7.00AM |          |
|----------|-----------|-------|----------|--|----------|----------|
| Ex. Sat. |           | Daily |          |  | Daily    | Ex. Sat. |
| 6.35     |           | 3.18  |          |  | 3.10     | 7.15     |
| 14.3     |           | 28.6  |          |  | 29.8     | 13.0     |

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

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

## WESTWARD

FIFTH SUB-DIVISION  
(RED LAKE FALLS AND SHERACK BRANCHES)

| THIRD CLASS      | SECOND CLASS   | FIRST CLASS        | Water, Fuel, Scales,<br>Turntables, Wyes<br>and Yard Limits. | Station<br>Numbers.     | Distance from<br>Parcile. | Time Table No. 51.<br>June 15, 1924.<br>Succeeding No. 50. | 118                | 130                     | 750                      |
|------------------|----------------|--------------------|--|-------------------------|---------------------------|--|--------------------|-------------------------|--------------------------|
| G. N.<br>Freight | N. P.<br>Mixed | G. N.<br>Passenger | Mon., Wed.<br>and Fri.                                       | Tue., Thur.<br>and Sat. | Ex. Sun.                  | SТАTIONS   | G. N.<br>Passenger | N. P.<br>Mixed          | G. N.                    |
| L 4.16PM         | s 4.55         | L 9.46AM           | X  | NA 46                   | 0.0                       | FE FERTILE 5.6 DN  | 54.4               | 115                     | A 12.10PM                |
|                  |                |                    |  | NB 8                    | 5.6                       | LEE 5.9  | 48.8               | 9                       | f 11.48AM                |
|                  |                |                    |  | NB 12                   | 11.5                      | ON TILDEN JCT. 4.1 Track Conn.                             | 42.9               | 31                      | A 4.55PM                 |
|                  |                |                    |  | NB 16                   | 15.9                      | DELORME 3.3  | 38.5               | 8                       | Spur 4.45                |
|                  |                |                    |  | NB 19                   | 19.2                      | PERAULT 3.2  | 35.2               | 5                       | Spur 4.37                |
|                  |                |                    |  | NB 22                   | 22.4                      | G. N. JUNCTION 0.5   | 32.0               | 1                       | L 4.30PM                 |
|                  |                |                    |  |                         | 22.9                      | RED LAKE FALLS JCT. 0.7                                    | 31.5               |                         |                          |
|                  |                |                    |  | NB 23                   | 23.6                      | RED LAKE FALLS 0.7   | 32.2               | 40                      | s 10.38                  |
|                  |                |                    |  | NB 22                   | 22.9                      | RED LAKE FALLS JCT. 4.8                                    | 31.5               | 15                      |                          |
|                  |                |                    |  | NB 27                   | 27.7                      | HILLTOP 4.6  | 26.7               | 17                      |                          |
|                  |                |                    |  | NB 32                   | 32.3                      | DOROTHY 8.5  | 22.1               | 41                      | f 9.58                   |
|                  |                |                    |  | NB 41                   | 40.8                      | G. N. CROSSING 3.8   | 13.6               | No Sdg                  | f 9.24                   |
|                  |                |                    |  | NB 44                   | 44.6                      | BUFFINGTON 3.5   | 9.8                | 35                      | f 9.09                   |
|                  |                |                    |  | NB 48                   | 48.1                      | KEY-WEST 3.0   | 6.3                |                         |                          |
|                  |                |                    |  | NF 3                    | 51.1                      | OMERA 3.0  |                    |                         |                          |
|                  |                |                    |  | NF 6                    | 54.1                      | SHERACK  |                    |                         |                          |
|                  |                |                    |  | Y                       | 48.1                      | KEY-WEST 5.8   | 6.3                | 20                      | s 8.55                   |
|                  |                |                    |  | NB 54                   | 53.9                      | CARTHAGE 0.5   | 0.5                | 23                      |                          |
|                  |                |                    |  | NA 90                   | 54.4                      | CARTHAGE JCT. 0.0  | 0.0                | No Sdg                  | L 8.30AM                 |
|                  |                |                    |  |                         |                           | Time Over Sub-division                                     |                    |                         |                          |
|                  |                |                    |  |                         |                           | Average Speed per Hour                                     |                    |                         |                          |
|                  |                |                    |  |                         |                           |  | 26.1               | 14.8                    | 18.6                     |
|                  |                |                    |  |                         |                           |  | Ex. Sun.           | Tue., Thur.<br>and Sat. | Tues., Thur.<br>and Sat. |

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

SPECIAL INSTRUCTIONS PAGES 6 AND 7.

## SPECIAL INSTRUCTIONS.

### FIRST SUBDIVISION.

#### (MAIN LINE)

1. **Pusher Districts** between Glyndon and Withrow.
2. **Bridge Restrictions**—Speed will be restricted on westward track bridge 196, Otter Tail Creek, as follows: Engines classes G-1, Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3, eight (8) miles per hour.
3. **Speed Restrictions**—Ten (10) miles per hour through Verndale, Wadena and Detroit. Freight trains thirty-five (35) miles per hour between Lake Park and Glyndon.
4. **Special Stops, Connections, etc.**—No. 1 will stop on signal at Detroit for passengers for points on S. P. & S Ry. west of Spokane. No. 1 will stop at Wadena, Perham, Detroit and Moorhead to discharge sleeping car passengers from points between Staples and Duluth. No. 1 will stop at Wadena for passengers for Jamestown and west where scheduled to stop. No. 1 will stop at Detroit for passengers destined Fargo and west where scheduled to stop. No. 1 will stop where necessary to let off passengers from points east of St. Paul when Chicago connection does not arrive in time to connect with No. 7. No. 3 will stop at Detroit Sundays for Casselton, Valley City and Sanborn passengers. No. 7 will make No. 121's stops on flag Sundays and at Audubon Sundays to dispatch U. S. Mail. No. 9 will stop at Aldrich on flag Sundays. No. 9 will stop at Aldrich for passengers for west of Wadena. No. 9 will stop at Pokegama Beach, Smith's Club House, Sand Beach and Watts on flag. No. 13 will stop on flag at stations between Staples and Manitoba Junction for passengers for Third and Fourth sub-divisions. No. 13 will stop at N. Y. Mills to let off passengers from Twin Cities and east. No. 121 will stop at Pokegama Beach, Smith's Club House, Sand Beach and Watts on flag. No. 2 will stop at Detroit to discharge passengers from Moorhead and points west thereof and for passengers for Chicago and east; also stops at Wadena to discharge passengers from Billings and west and for passengers for Chicago and east. No. 2 will stop at Perham on Saturday to discharge passengers from Valley City, Fargo and Moorhead. No. 4 will stop at Detroit and Wadena to discharge passengers from Billings and west. No. 8 leaving Dilworth on Sunday will make No. 122's stops on flag. No. 10 will take passengers through to Lake Park destined to Third and Fourth sub-divisions. No. 10 will stop at Watts, Sand Beach, Pokegama Beach and Smith's Club House on flag. No. 10 will stop at Aldrich to discharge passengers from west of Wadena and on Sundays will stop at Stockwood and Aldrich on flag. No. 14 will stop at N. Y. Mills on flag Sundays to pick up passengers for Duluth, Twin Cities and east. No. 14 will stop at stations between Manitoba Junction and Staples to discharge passengers from Third and Fourth sub-divisions. No. 122 will stop at Watts, Sand Beach, Pokegama Beach and Smith's Club House on flag.
5. **Register Stations**—Staples. Passenger station and yard office. Dilworth. Central office: East bound passenger trains will register by register ticket at switch tender's shanty. Lake Park for trains originating or terminating. Wadena for trains to and from Second Subdivision.
6. **CLEARANCE EXCEPTIONS**—Minnesota division clearances issued to first class eastward trains at Fargo relieve these trains from securing clearance at Dilworth if train order signal is in "clear" position.
7. **Bulletin Stations**—Staples. Passenger station, round house and yard office. Lake Park. Passenger station. Dilworth. Central office and round house.
8. **Standard Time Clocks**—Staples. Telegraph office and yard office. Lake Park. Station. Dilworth. Telegraph office.
9. **Watch Inspectors**—H. L. Waldron, Staples. F. W. Peterson, Fargo.
10. **Derail Switches**—Staples. Elevator track east of 7th St. Aldrich. Switch west end house track. Wadena. East end G. N. transfer. Wadena. West end oil spur. New York Mills. East end house track. Detroit. Soo Line end of Transfer. Audubon. West end passing track.

Lake Park ..... West end house track.  
 Lake Park ..... East end coal dock track (high line).  
 Muskoda-McGowan Pit ..... Just north of hump.  
 Muskoda ..... East end Muskoda Sand Company spur.  
 Derail switches will be kept set and locked for derail when not in use.

#### 11. Commercial Spur

|                       | Miles from<br>Staples |
|-----------------------|-----------------------|
| Ice house spur        | 60.5                  |
| Muskoda Sand Co. spur | 91.0                  |
| Barnes spur           | 101.9                 |

### SECOND SUBDIVISION.

#### (FERGUS FALLS BRANCH.)

1. **Bridge Restrictions**—Speed is restricted over bridge 74, Bois de Sioux river as follows: Engines classes W, W-1, W-2 and W-4, eight (8) miles per hour. Engines class Q-5 and W-3 and heavier not permitted.
2. **Speed Restrictions**—Five (5) miles per hour through Wahpeton. Class T engines twenty (20) miles per hour. Five (5) miles per hour over Union St., crossing at Oakes.
3. **Special Stops, Connections, etc.**—Nos. 745, 746, 753, 754, 755 and 756 will carry male passengers.
4. **Register Stations**—Wahpeton. Passenger station. Wadena. Passenger station. Fairview Junction for No. 111 Thursdays.
5. **Register Exceptions**—At Wadena engineers of westward trains will be furnished check of register, Form 602, over the signature of the conductor.
6. **Clearance Exceptions**—Trains passing Wahpeton between 4:45 P. M. and 7:45 A. M. will not be required to get a clearance as per Rule 83-A if train order signal is in clear position.
7. **Bulletin Station**—Wahpeton. Passenger station.
8. **Watch Inspector**—E. E. Bassett, Wahpeton.
9. **Derail Switches**—Henning. East end House track. Henning. Soo Line end of transfer. Farmington. East end House track. Mooriton. East end south track. Derail switches will be kept set and locked for derail when not in use.
10. **Commercial Spur**

|                    | Miles from<br>Wadena |
|--------------------|----------------------|
| Hulse              | 5.0                  |
| McMichael Spur     | 30.8                 |
| Hoot Lake Spur     | 49.7                 |
| Packing House Spur | 52.5                 |
| Ames Pit           | 59.5                 |
| Bodson Spur        | 74.2                 |

### THIRD SUBDIVISION.

#### (RED RIVER BRANCH.)

1. **Extra Trains** between Carthage Junction and Fertile will run via 3rd Subdivision unless otherwise instructed by train order.
2. **Bridge Restrictions**—Speed is restricted over Bridge 13, Wild Rice Creek and Bridge 44, Sand Hill Creek as follows: Engines, classes W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3 eight (8) miles per hour. Trains fifteen (15) miles per hour over Bridge 68, first bridge east of Crookston.
3. **Speed Restrictions**—Twenty-five (25) miles per hour over switch at Carthage Junction. Thirty-five (35) miles per hour on sharp curves between Mile Post 43 plus 2640 feet and Mile Post 45; also around first curve two (2) miles west of Melvin and second curve three (3) miles west of Melvin. Class T engines, twenty-five (25) miles per hour between Fertile and Heiberg and between Twin Valley and Hitterdal. Trains, thirty (30) miles per hour on curve 500 feet west of Mile Post 67 one and one-quarter-mile east of Crookston.
4. **Special Stops, Connections, etc.**—No. 129 will run into Grand Forks and No. 130 will start from Grand Forks. No. 748 will carry male passengers.
5. **Register Stations**—Carthage Junction for No. 13 Tuesday, Thursday and Saturday. Fertile. Passenger station. East Grand Forks. Telegraph office.
6. **Clearance Exceptions**—Trains passing Fertile between 10 P. M. and 8 A. M. will not be required to get a clearance as per Rule 83a if train order signal is in clear position.
7. **Bulletin Station**—East Grand Forks. Telegraph office.
8. **Standard Time Clock**—East Grand Forks. Telegraph office.

9. **Watch Inspector**—E. A. Arhart, Grand Forks.

#### 10. **Derail Switches**

|             |   |
|-------------|---|
| Nada        | West end Side Track.                        |
| Twin Valley | West end House track.                       |
| Crookston   | Each end Brick Yard tracks.                 |
| Crookston   | East end G. N. Transfer, east of Crookston. |

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

#### 11. **Commercial Spur**

|                     | Miles from<br>Manitoba<br>Jct. |
|---------------------|--------------------------------|
| Nada                | 1.4                            |
| Crookston Mill Spur | 66.4                           |
| Vannet              | 80.1                           |
| Cummings            | 86.0                           |
| Sullivan            | 91.2                           |

### FOURTH SUBDIVISION.

#### (RED RIVER BRANCH.)

1. **Bridge Restrictions**—Trains must come to a 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 the bridge.
2. **Special Stops, Connections, etc.**—No. 752 will carry male passengers.
3. **Register Stations**—East Grand Forks. Telegraph office. Pembina. Telegraph office.
4. **Bulletin Station**—East Grand Forks. Telegraph office.
5. **Standard Clock**—East Grand Forks. Telegraph office.
6. **Watch Inspectors**—E. A. Arhart, Grand Forks. M. H. Miller, Pembina.

### FIFTH SUBDIVISION.

#### (RED LAKE FALLS BRANCH.)

1. **Extra Trains** between Carthage Junction and Fertile will run via 3rd Subdivision unless otherwise instructed by train order.
2. **Bridge Restrictions**—Speed is restricted over Bridge 70, Red Lake River as follows: Engines classes S, S-1, S-2, S-3, S-4, S-10 and Q, eight (8) miles per hour. Double header engines Class F-1, eight (8) miles per hour. Engines classes T, Q-1 and heavier not permitted.
3. **Register Stations**—G. N. Junction. Tilden Junction. Carthage Junction.
4. **Bulletin Station**—Tilden Junction. Depot.
5. **Derail Switches**—Delorme. East end Spur track. Dorothy. West end passing track. Hill Top. West end side track. Derail switches will be kept set and locked for derail when not in use.
6. **Commercial Spur**

|             | Miles from<br>Fertile |
|-------------|-----------------------|
| Smisek      | 7.0                   |
| Kohler Spur | 39.2                  |
| Walkerton   | 51.0                  |

#### 7. **Register Exceptions**

At Great Northern Junction engineers of eastward trains will be furnished check of register, Form 602, over the signature of conductor. At Tilden Junction engineers of westward trains will be furnished check of register, Form 602, over the signature of conductor.

#### 8. **Special Stops**

Nos. 129 and 130 will stop at Smisek Spur on flag.

#### 9. **At Tilden Junction**

Towerman at Interlocking plant is not on duty on Sunday or between 12:01 a. m. and 8:00 a. m. week days. Route will be lined for Great Northern trains.

# Northern Pacific Railway Company

- FIRST SUBDIVISION**  
**(MAIN LINE)**
- Pusher Districts between Glyndon and Fertile.** Speed will be restricted on westward trains as follows: Engines classes G-1, G-2, Q-5, Q-6, V-3 and Z-4, eight (8) miles per hour.
  - Bridge Restrictions—** Speed will be restricted on westward trains as follows: Engines classes G-1, G-2, Q-5, Q-6, V-3 and Z-4, eight (8) miles per hour.
  - Speed Restrictions—** Ten (10) miles per hour between Detroit and Glyndon. Freight trains thirty-five (35) miles per hour.
  - Special Stops, Connections, etc.—** No. 1 will stop on signal at Detroit and Ry. west of Spokane. No. 1 will stop at Wadena, perhaps taking sleeping car passengers from points west. No. 1 will stop at Wadena for passengers scheduled to stop. No. 1 will stop at Detroit for passengers scheduled to stop. No. 1 will stop where necessary to connect with St. Paul when Chicago connection with No. 7. No. 3 will stop at Detroit Sundays for passengers. No. 7 will make No. 121's stops on flag to dispatch U. S. Mail. No. 9 will stop at Aldrich on flag. No. 9 will stop at Aldrich for passengers. No. 9 will stop at Pokegama Beach and Watts on flag. No. 13 will stop on flag at stations for passengers for Third and Fourth class. No. 13 will stop at N. Y. Mills to east. No. 121 will stop at Pokegama Beach and Watts on flag. No. 2 will stop at Detroit to discharge passengers west thereof and for passengers to Wadena to discharge passengers from Chicago and east. No. 4 will stop at Detroit and Wadena and west. No. 8 leaving Dilworth on Sunday. No. 10 will take passengers through Fourth sub-divisions. No. 10 will stop at Watts, Sand Beach House on flag. No. 10 will stop at Aldrich to discharge passengers and on Sundays will stop at Stockwell. No. 14 will stop at N. Y. Mills on its way to Duluth, Twin Cities and east. No. 14 will stop at stations between Wadena and Dilworth to discharge passengers from Third and Fourth class. No. 122 will stop at Watts, Sand Beach House on flag.
  - Register Stations—** Staples. Passenger station and yard office. Dilworth. Central office: East bound passenger ticket at switch tender's shanty. Lake Park for trains originating or terminating at Staples. Wadena for trains to and from Seco.
  - CLEARANCE EXCEPTIONS—** Minnesota division clearances issued to first class eastward trains at Fargo relieve these trains from securing clearance at Dilworth if train order signal is in "clear" position.
  - Bulletin Stations—** Staples. Passenger station, round house and yard office. Lake Park. Passenger station. Dilworth. Central office and round house.
  - Standard Time Clocks—** Staples. Telegraph office and yard office. Lake Park. Station. Dilworth. Telegraph office.
  - Watch Inspectors—** J. L. Cross, Staples. C. G. Sherdahl, Fargo.

Office of Superintendent Minnesota Division

Staples, Minnesota Oct. 9th 1924

13  
No. ....

All Concerned:

October 10, 1924  
Effective ..... during the  
continuance of Time Table No. 51

Pokegama Beach and Smith's Club House will not be flag stops for 121, 122, 9 and 10. Other than this the special instructions on Sheet 6 of Time Table No. 51 will be followed.

|                          |     |
|--------------------------|-----|
| Post Circular Points     | TFL |
| Post T&E Bulletin Boards | FB  |
| NPW                      | WEB |
| TH                       | FO  |
| AWM                      | Mh  |
| FWL                      | EAM |
| EAK                      |     |

15 cys PRM  
2 cys ABS

E. J. Hackenberg

Superintendent.

..... restricted over Bridge 13, Twin Valley Creek as follows: Engines classes Q-5, Q-6, W, W-1, W-2, W-3, W-4, W-5, Z-4, eight (8) miles per hour. Trains fifteen (15) miles per hour over Bridge 68, first bridge east of Crookston.

- Speed Restrictions—** Twenty-five (25) miles per hour over switch at Carthage Junction. Thirty-five (35) miles per hour on sharp curves between Mile Post 43 plus 2640 feet and Mile Post 45; also around first curve two (2) miles west of Melvin and second curve three (3) miles west of Melvin. Class T engines, twenty-five (25) miles per hour between Fertile and Heiberg and between Twin Valley and Hitterdal. Trains, thirty (30) miles per hour on curve 500 feet west of Mile Post 67 one and one quarter mile east of Crookston.
- Special Stops, Connections, etc.—** No. 129 will run into Grand Forks and No. 130 will start from Grand Forks. No. 748 will carry adult male passengers.

## REGISTER STATIONS

Carthage Junction for No. 13 Tuesday, Thursday and Saturday.  
Fertile. Passenger station.  
East Grand Forks. Telegraph office.

**CLEARANCE EXCEPTIONS—** Trains passing Fertile between 10 P. M. and 8 A. M. not be required to get a clearance as per Rule 83a if train order signal is in "clear" position.

**LETIN STATION—** East Grand Forks. Telegraph office.

**STANDARD TIME CLOCK—** East Grand Forks. Telegraph office.

**WATCH INSPECTOR—** E. A. Arhart, Grand Forks.

## RAIL SWITCHES

da. .... West end Side Track.  
in Valley. .... West end House track.  
ookston. .... Each end Brick Yard tracks.  
ookston. .... East end G. N. Transfer, east of Crookston.  
all switches will be kept set and locked for derail when not in use.

**COMMERCIAL SPURS—** Miles from Manitoba

|                         |      |
|-------------------------|------|
| ia. ....                | 1.4  |
| ookston Mill Spur. .... | 66.4 |
| inet. ....              | 80.1 |
| mnings. ....            | 86.0 |
| ivan. ....              | 91.2 |

## FOURTH SUBDIVISION.

### (RED RIVER BRANCH.)

#### BRIDGE RESTRICTIONS—

Trains must come to a stop not nearer than two hundred (200) feet from drawbridge at Red River between East Grand Forks and Grand Forks and must not exceed eight (8) miles per hour while crossing the bridge.

#### SPECIAL STOPS, CONNECTIONS, ETC.—

No. 752 will carry adult male passengers.

#### REGISTER STATIONS—

East Grand Forks. Telegraph office.  
Pembina. Telegraph office.

**LETIN STATION—** East Grand Forks. Telegraph office.

**STANDARD TIME CLOCK—** East Grand Forks. Telegraph office.

**WATCH INSPECTORS—** E. A. Arhart, Grand Forks.  
M. H. Miller, Pembina.

## FIFTH SUBDIVISION.

### (RED LAKE FALLS BRANCH.)

**TRAINS** between Carthage Junction and Fertile will run via 3rd Subdivision unless otherwise instructed by train order.

#### BRIDGE RESTRICTIONS—

Speed is restricted over Bridge 70, Red Lake River as follows: Engines classes S, S-1, S-2, S-3, S-4, S-10 and Q, eight (8) miles per hour.able header engines Class F-1, eight (8) miles per hour. Engines classes T, Q-1 and heavier not permitted.

#### REGISTER STATIONS—

G. N. Junction.  
Tilden Junction.  
Carthage Junction.

#### CLEARANCE EXCEPTIONS—

Great Northern Junction enginemens of eastward trains will be furnished book of register, Form 602, over the signature of conductor. Tilden Junction enginemens of westward trains will be furnished check of register, Form 602, over the signature of conductor.

**LETIN STATION—** Tilden Junction. Depot.

#### RAIL SWITCHES

|            |                         |
|------------|-------------------------|
| time. .... | East end Spur track.    |
| shy. ....  | West end passing track. |

|                |                      |
|----------------|----------------------|
| Hill Top. .... | West end side track. |
|----------------|----------------------|

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

**COMMERCIAL SPURS—** Miles from Fertile

|                   |      |
|-------------------|------|
| Smisek. ....      | 7.0  |
| Kohler Spur. .... | 39.2 |
| Walkerton. ....   | 51.0 |

#### SPECIAL STOPS—

Nos. 129 and 130 will stop at Smisek Spur on flag.

#### AT TILDEN JUNCTION

Towerman at Interlocking plant is not on duty on Sunday or between 12.01 a. m. and 8.00 a. m. week days. Route will be lined for Great Northern trains.

## SPECIAL INSTRUCTIONS—Continued.

SIXTH SUBDIVISION.  
(FAIRVIEW AND SHERACK BRANCHES.)

## 1. Commercial Spur—

## ALL SUBDIVISIONS.

- To insure personal safety, operators in double track territory having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
- Speed Restrictions—Passenger trains must not exceed a speed of one (1) minute or sixty seconds per mile.  
Class W engines thirty (30) miles per hour.  
Light engines backing up twenty (20) miles per hour.  
Trains must reduce speed to 15 miles per hour passing telegraph offices where orders are received.  
Thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
- Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- Conductors of work trains will issue instructions to their flagman in writing, except when flagman goes back immediately to stop an approaching train.
- When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
- Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
- Except as otherwise provided or when running light without conductor engineers will only be required to consult register at initial or starting point.
- The following signs when placed in columns provided indicate:

W—Water.  
C—Fuel.  
O—Track scales.  
T—Turntable.  
Y—Wye.  
D—Day office only.  
N—Night office only.  
DN—Day and night office.  
P—Telephone.  
X—Yard Limits.

## SPEED TABLE

|                        |       | Miles<br>Per<br>Hour |
|------------------------|-------|----------------------|
| Time Per Mile<br>Mins. | Secs. |                      |
| 1                      |       | 60                   |
| 1                      | 1     | 59                   |
| 1                      | 2     | 58                   |
| 1                      | 3     | 57.1                 |
| 1                      | 4     | 56.2                 |
| 1                      | 5     | 55.3                 |
| 1                      | 6     | 54.5                 |
| 1                      | 7     | 53.7                 |
| 1                      | 8     | 52.9                 |
| 1                      | 9     | 52.1                 |
| 1                      | 10    | 51.4                 |
| 1                      | 12    | 50                   |
| 1                      | 15    | 48                   |
| 1                      | 20    | 45                   |
| 1                      | 25    | 42.3                 |
| 1                      | 30    | 40                   |
| 1                      | 40    | 36                   |
| 1                      | 45    | 34.3                 |
| 1                      | 50    | 32.7                 |
| 2                      |       | 30                   |
| 2                      | 10    | 27.6                 |
| 2                      | 15    | 26.6                 |
| 2                      | 20    | 25.7                 |
| 2                      | 30    | 24                   |
| 2                      | 40    | 22.5                 |
| 2                      | 45    | 21.8                 |
| 2                      | 50    | 21.2                 |
| 3                      |       | 20                   |
| 3                      | 9     | 19                   |
| 3                      | 20    | 18                   |
| 3                      | 31    | 17                   |
| 3                      | 45    | 16                   |
| 4                      |       | 15                   |
| 5                      |       | 12                   |
| 6                      |       | 10                   |
| 7                      | 30    | 8                    |
| 10                     |       | 6                    |

## 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 . . . . . | 21'-0"      | 11'-6"     |
| 4th Subdivision . . .    | East Grand Forks to Pembina . . . . .       | 21'-0"      | 11'-6"     |
| 5th Subdivision . . .    | Fertile to Carthage Jct. . . . .            | 18'-9"      | 11'-6"     |
| 6th Subdivision . . .    | Fairview Jct. to Great Bend . . . . .       | 21'-0"      | 11'-6"     |
| 7th Subdivision . . .    | Key West to Sherack . . . . .               | 21'-0"      | 11'-6"     |

## TONNAGE RATING—FREIGHT ENGINES

| ENGINES   |         |           |           |
|-----------|---------|-----------|-----------|
| Class P-3 | Class R | Class T   | Class W   |
| Tons      | Tons    | Tons      | Tons      |
|           |         | 3200      | 4000      |
|           |         | Car Limit | Car Limit |
| 1650      | 1700    | 2100      | ....      |
| 2100      | 2200    | 2600      | ....      |
| 1800      | 1900    | 2300      | ....      |
| 1900      | 2000    | 2400      | ....      |
| 2000      | 2100    | 2500      | ....      |
|           |         | 2700      | 3500      |
|           |         | 2200      | 3200      |
|           |         | 3200      | 4000      |
| 1600      | 1650    | 2050      | ....      |
| 3000      | 3100    | 3500      | ....      |
| 1300      | 1350    | 1750      | ....      |
| 2000      | 2100    | 2500      | ....      |
| 1250      | 1300    | 1700      | ....      |
| 2700      | 2800    | 3300      | ....      |
| 2700      | 2800    | 3200      | ....      |
| 3000      | 3100    | 3500      | ....      |
| 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 Sub-division is based on doubling into Fertile East Bound.

Tonnage for fast time freights will be regulated by the Superintendent.

## AUTHORIZED SURGEONS.

## LOCATION OF STRETCHERS (S)

DR. A. W. IDE, Chief Surgeon, St. Paul.  
DR. J. A. EVERETT,  
DR. H. G. COLLIE,  
DR. M. A. SHILLINGTON,  
DR. N. A. YOUNG, Interne,  
DR. E. K. ENDRES, Interne,  
DR. A. K. STRATTE, Interne,  
DR. F. H. ALLEN, Staples (S).  
Staples, Tool Car (S).

DR. C. A. CORSE, Verndale.

DR. PAUL KENYON, Wadena (S).

DR. J. J. MCKINNON, Wadena.

DR. W. A. MILLER, N. Y. Mills.

DR. JOHN ESSER, Perham (S).

DR. H. C. OTTO, Frazee (S).

DR. J. E. CARMAN, Detroit (S).

DR. P. J. GRIFFIN, Detroit.

DR. R. M. GUNDERSON, Lake Park (S).

DR. C. W. SIMISON, Hawley (S).

DR. W. H. ABORN, Hawley.

DR. L. M. LOWE, Glyndon (S).

DR. F. C. SOPER, Dilworth (S).

DR. G. L. GOSSLEE, Moorhead.

DR. E. M. WATSON, Fargo.

DR. G. A. CARPENTER, Fargo.

DR. WALTER BAYARD, Oculist, Fargo.

DR. R. TAINTER, Oculist, Fargo.

DR. A. OMEDAL, Oculist, Fargo.

DR. A. J. LEWIS, Henning.

DR. O. N. NELSON, Battle Lake.

DR. O. M. HAUGAN, Fergus Falls.

DR. E. W. RIMER, Breckinridge.

DR. BLAKE LANCASTER, Wahpeton (S).

DR. E. T. SHERPING, Wyndmere.

DR. CARL T. OLSON, Wyndmere.

DR. H. W. EMANUEL, Milnor.

DR. F. W. MAERCKLEIN, Oakes (S).

DR. A. L. LARSON, Fertile (S).

DR. N. M. WATSON, Red Lake Falls.

DR. J. L. ERICKSON, Twin Valley.

DR. W. H. DANIELS, Crookston (S).

DR. R. D. CAMPBELL, Grand Forks.

DR. G. M. WILLIAMSON, Grand Forks.

DR. T. P. MILLER, Oculist, Grand Forks.

East Grand Forks, Minn. (S).

DR. R. M. MCLEAN, Gilby.

DR. A. B. FIELD, Forest River.

DR. GEORGE SMITH, Grafton.

DR. J. C. SUTER, Grafton.

DR. H. M. WALDREN, Drayton.

DR. C. B. HARRIS, Pembina (S).

DR. J. F. MCKAY, Bowesmont.

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

Railroad 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 service 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 especially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

THEODORE HARRIS,  
Trainmaster.

F. W. LYONS,  
Trainmaster.

A. W. McCLELLAND,  
Chief Dispatcher.

