

NORTHERN PACIFIC RAILWAY COMPANY.

FARGO DIVISION

TIME 57 TABLE

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

SUNDAY, JANUARY 26, 1930.

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.

W. C. SLOAN,
General Manager.

W. H. STRACHAN,
General Superintendent.

E. J. HACKENBERG,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

THIRD CLASS							SECOND CLASS				FIRST CLASS						
741	743	745	603	633	605	631	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Time Table No. 57 January 26, 1930. Succeeding No. 56								
Way Freight	Way Freight	Way Freight	Freight	Freight	Freight	Freight			STATIONS								
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily			Telegraph Offices and Calls								
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily	Distance from Staples.	3	7	121	1	13	5	111			
								Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	Motor Car			
								Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.			
L 6.55A ¹²¹		L 6.00A	L 10.00P		L 11.40A	L 11.10A	WCO 207	SO. STAPLES DN	0.0	L 2.20A	L 3.30A	L 6.50A ⁷⁴¹	L 11.57A	L 1.00P	L 2.50P	L 3.00P	
s 7.25		6.20	10.26		12.07P ¹	11.37	TYX 214	AC. ALDRICH D	6.9	2.32	3.42	s 7.03	12.07P ⁶⁰⁵	f 1.11	3.01	s 3.13	
s 7.52		6.30	10.40		12.26	11.53A		V. VERDALE D	10.9	2.37	s 3.49	s 7.10	12.12	f 1.19	3.07	s 3.20	
s 8.27		As 6.50A	11.00		12.51	12.21P ¹	WYX 224	WA. WADENA DN	17.6	s 2.48	s 4.01	s 7.24	12.21 ⁶³¹	s 1.29	s 3.17	As 3.33P	
s 8.52			11.15		1.06	12.45		UF. BLUFFTON D	22.5	2.56	4.10	s 7.34	12.27	f 1.38	3.24		
f 9.14								TOPELIUS P	25.7			f 7.40					
s 9.36			11.40P		1.30	1.10	W 237	NM. N. Y. MILLS D	30.4	3.06	s 4.25	s 7.49	12.38	s 1.51	3.35		
f 10.03								RICHDALE P	35.6			f 7.59					
s 10.31			12.13A		2.07 ¹⁸	1.40	WX 248	RN. PERHAM DN	41.1	3.20	s 4.45	s 8.10	12.51	s 2.07 ⁶⁰⁵	3.49		
s 11.02			12.30		2.25	1.57		LUCE P	46.9	3.27	4.56	f 8.21	12.58	2.16	3.56		
s 11.30			12.46		2.56	2.24 ¹³	X 259	RA. FRAZEE D	52.3	3.34	s 5.06	s 8.31	1.05	s 2.24 ⁶³¹	4.03		
f 11.50A			1.01		3.13	2.45		McHUGH P	56.9	3.40	5.13	f 8.40	1.11	2.31	4.09		
s 12.10P			1.16		3.32	3.15	XW 269	DE. DETROIT LAKES DN	61.8	s 3.50	s 5.24	s 8.50	1.18	s 2.39	s 4.16		
s 1.05			1.43		3.57	3.35		OAK LAKE P	65.8			f 8.58					
A 1.30P ¹	L 11.35A		2.04	L 4.50P ⁵	4.17	3.50	WCY 282	AP. LAKE PARK DN	74.5	4.10	s 5.49	s 9.15	1.35 ⁷⁴¹	s 3.02	s 4.39 ⁶³³		
f 12.08P								DALE P	81.1		f 6.02	s 9.28					
s 12.14			2.34	A 5.15P	4.40	4.15	Y 289	WN. MANITOBA JCT. DN	82.4	4.23	6.05	s 9.31	1.46	As 3.15P ¹⁴	4.51		
s 12.32			2.48		4.58 ⁵	4.27	W 293	HW. HAWLEY D	86.1	4.30	s 6.12	s 9.38	1.51	f 4.58 ⁶⁰⁵	f 5.08		
s 1.02								MUSKODA D	92.1			s 9.50					
	1.07		3.14		5.39	4.52		WITHEROW	93.1	4.40	6.26	9.52	2.00		5.10		
f 1.27								STOCKWOOD P	96.8			f 9.59					
s 1.46			3.40		6.19	5.21 ⁵		ND. GLYNDON DN	100.6	4.50	s 6.40	s 10.07	2.09		f 5.21 ⁶³¹		
A 2.10P ¹		A 4.00A		A 6.45P	A 6.00P	6.00P	WCO 311	DH. DILWORTH DN	105.4	A 4.58A	As 6.50A	As 10.18A	A 2.16P ⁷⁴³		A 5.30P		
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily				Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	
6.05	2.35	.50	6.00	.25	7.05	6.50		Time Over Sub-Division		2.38	3.20	3.28	2.19	2.15	2.40	.33	
12.1	12.0	21.1	17.6	19.7	14.9	15.4		Average Speed Per Hour		40.2	31.6	30.4	45.5	36.6	39.5	32.0	

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 9 TO 13, INCLUSIVE.

FIRST SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS							Distance from Dilworth.	Time Table No. 57 January 26, 1930 Succeeding No. 66	Car Capacity of Sidings.	SECOND CLASS		THIRD CLASS					
8	2	14	6	122	112	4				742	744	746	748				
Passenger	Passenger	Passenger	Passenger	Motor Car	Motor Car	Passenger				Way Freight	Way Freight	Way Freight	Way Freight				
Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				
As 3.05A	As 6.58P	As 5.40P	As 4.14P	As 4.00P	As 1.10P	As 4.30A	105.4	SO.....STAPLES.....DN	Yard								
f 2.50	6.48	5.28	4.03	s 3.47	s 12.57	4.18	98.5	AC.....ALDRICH.....D	W61			A 2.45P					
s 2.41	6.43	5.21	3.56	s 3.39	s 12.49	4.12	94.5	V.....VERNDALE.....D	E 67			s 2.13					
								G. N. Crossing 6.7 Track Conn. Automatic Interlocking		W66			s 1.53				
s 2.26	6.34	s 5.10	s 3.45	s 3.26	L 12.35P	4.00	87.8	WA.....WADENA.....DN	E 104			s 1.17					
2.15	6.27	5.01	3.37	s 3.16		3.53	82.9	UF.....BLUFFTON.....D	W98			s 12.52					
								Cross Over		Spur							
				f 3.10			79.7	TOPELIUS.....P	7			f 12.35					
s 1.59	6.17	s 4.49	3.25	s 3.01		3.40	75.0	NM.....N. Y. MILLS.....D	E 98			s 12.10P					
		4.39		f 2.51			69.8	.....RICHDALE.....P	W101			s 11.45A					
s 1.36	6.03	s 4.29	3.08	s 2.40		3.25	64.3	RN.....PERHAM.....DN	E 99			s 11.25					
								Cross Over		W104							
1.24	5.56	4.19	2.59	f 2.29		3.17	58.5	.....LUCE.....P	W54			s 10.35					
								Cross Over									
s 1.13	5.49	s 4.09	2.50	s 2.19		3.10	53.1	RA.....FRAZEE.....D	E 106			s 10.05					
								Cross Over		W143							
	5.43	4.01	2.42	f 2.10		3.03	48.5	.....McHUGH.....P	W55			f 9.39					
s 12.52	5.36	s 3.53	s 2.34	s 2.00		2.55	43.6	DE.....DETROIT LAKES.....DN	E98			s 9.12					
								Interlocked 4.0 Track Conn. Soo Line Crossing		W61							
				f 1.52			39.6	.....OAK LAKE.....P									
f 12.37	5.27	3.39	2.20	s 1.45		2.42	36.4	AB.....AUDUBON.....D	W54			s 8.31					
								Cross Over									
s 12.25	5.19	s 3.29	2.11	s 1.34		2.34	30.9	AP.....LAKE PARK.....DN	Yard			L 8.00A	A 10.05A				A 4.15P
								Cross Over									
f 12.10				s 1.20		2.21	24.3	.....DALE.....P	20			f 9.33					
								Cross Over		Spur							
	5.08	L 3.15P	1.58	s 1.17		2.15	23.0	WN.....MANITOBA JCT.....DN	E106			s 9.27					L 3.45P
s 11.59P	5.03		1.52	s 1.09		2.15	19.3	.....HAWLEY.....D	W104			s 9.08					
								Interlocked 3.7 Cross Over									
				s 12.56			13.3	US.....MUSKODA.....D	15			s 8.38					
								Cross Over		Spur							
11.44	4.53		1.41	12.54		2.04	12.3	.....WITHEROW.....	E81								
								Cross Over									
				f 12.46			8.6	.....STOCKWOOD.....P	33			f 8.15					
s 11.29	4.43		1.29	s 12.38		1.52	4.8	ND.....GLYNDON.....DN	W70			s 7.54					
								Interlocked 4.8 Track Conn. G. N. Crossing		Spur							
L 11.19P	L 4.36P		L 1.19P	L 12.28P		L 1.43A	0.0	DH.....DILWORTH.....DN	Yard			L 7.30A					
								Cross Over									
Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily						Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
3.46	2.22	2.25	2.55	3.32	.35	2.47		Time Over Sub-Division				6.45	2.35	.55	.30		
28.0	44.5	34.0	26.1	29.8	30.1	37.9		Average Speed Per Hour				11.0	11.9	19.0	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 DILWORTH.
SPECIAL INSTRUCTIONS, PAGES 9 TO 13, INCLUSIVE.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

THIRD CLASS				SECOND CLASS		Water, Fuel, Truck Spikes, Turn Tables, N.Y.s and Yard Limits.	Station Numbers.	Distance from Dilworth via High Bridge.	Time Table No. 57 January 26, 1930 Succeeding No. 56		Car Capacity of Sidings	FIRST CLASS							
761	763	765	767	605	603				STATIONS			3	7	141	121	137	1	5	145
Way Freight	Way Freight	Way Freight	Way Freight	Freight	Freight				Telegraph Offices and Calls			Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	Motor Car
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily							Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily							Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily
	L 6.15A	L 6.00A		L 7.45P	L 5.30A	WCT OX	311	0.0	DH.....DILWORTH.....DN G. N. Crossing 4.0 Track Conn. Interlocked 4.0 Cross Over	Yard	L 5.03A	L 6.55A	L 10.18A	L 2.19P	L 5.33P	L 5.40P			
	6.30	6.15		8.00	5.45	X	315	4.0	MH.....MOORHEAD.....D 1.0 Cross Over	s	s 5.12	s 7.05	s 10.27	s 2.26	s 5.41	s 5.50			
	As 6.40A	s 6.30		8.10	5.55	WOX	316	5.0	FO.....FARGO.....DN 1.4 Cross Over	Yard	s 5.17 5.27	s 7.10 7.30	A 10.30A	L 10.35A	s 2.29 2.34	s 5.45 5.55			
		6.35		8.15	6.00	YX		6.4	MILW. CROSSING P Automatic Interlocking Track Conn. 4.0 Cross Over		5.30	7.33	10.38	2.37	5.58				
		s 6.50		8.28	6.13	W	320	10.4	HG.....WEST FARGO.....D 2.4 Cross Over	20 Spur	5.36	s 7.42	s 10.45	2.43	s 6.05				
		f 6.57					324	12.8	FIFE.....P 4.7 Cross Over	W95			f 10.49						
		f 7.10		8.48	6.34		328	17.5	MA.....MAPLETON.....D 2.3 Cross Over	W95 E95	5.46	s 7.57	s 10.57	2.52	s 6.18				
		f 7.17					331	19.8	NORPAK.....P 2.6 Cross Over	21			f 11.01						
							333	22.4	DALRYMPLE.....P 2.7 Cross Over	68 Spur									
	L 8.45A	As 7.45A		9.10	6.58	YX	336	25.1	CA.....CASSETLON.....DN G. N. Crossing 6.5 Track Conn. Interlocked 6.5 Track Conn.	W66 E94	s 5.59	s 8.12	As 11.10A	3.02	s 6.32				
s 9.20				9.32	7.17		342	31.6	WD.....WHEATLAND.....D 3.9 Cross Over	W66	6.09	s 8.25		3.11	s 6.44				
f 9.35				9.50	7.29	W	346	35.5	MAGNOLIA.....P 5.7 Cross Over	W94	6.15	8.33		3.16	f 6.51				
s 10.10				10.15	8.00		352	41.2	BF.....BUFFALO.....DN 5.9	105	6.24	s 8.47		3.25 ₂	s 7.02				
s 10.30				10.40	8.20		358	47.1	CT.....TOWER CITY.....D 2.8 Lap Siding	W105 E76	6.32	s 9.00		3.34	s 7.13				
f 10.45				10.55	8.28	YWC	360	49.9	KOLDOK.....P 2.7	109	6.36	9.06		3.38	f 7.18				
s 10.55				11.05	8.40		363	52.6	KA.....ORISKA.....DN 5.1	W102 E66	6.40	s 9.12		3.42	s 7.23				
							368	57.7	AN.....PEAK.....DN 5.2	96	6.50	9.24 7.62		3.50	f 7.34				
	Via High Bridge	L 8.15A	Via High Bridge	11.40P ₄	9.00	WYX	374	62.9	VY.....VALLEY CITY.....DN 5.0	W35 E64	s 6.59 7.04	s 9.33 9.43	L 10.40A	s 3.59	s 7.44 7.49				
f 11.15 ₆		s 8.35				X	379	67.3	BA.....BEREA.....DN 5.2	107	7.18	9.57	f 10.56 ₆	4.13	f 8.02 ₈				
			Via Valley City	12.10A	9.17 _{7.62}	WX	375	62.9	HIGH BRIDGE.....P 4.4	92	Via Valley City	Via Valley City	Via Valley City	Via Valley City	Via Valley City				
f 11.30				12.30	9.30	X	379	67.3	BA.....BEREA.....DN 6.1	107				4.22	s 8.16				
f 11.45A				12.55	9.50	YX	385	73.4	SA.....SANBORN.....DN 5.3 Lap Siding	W133 E105	7.28	s 10.10	As 11.10A	4.30	s 8.28				
s 12.12P		As 8.55A		1.14	10.05		390	78.7	XN.....ECKELSON.....DN 4.1	W58 E75	7.36 _{7.62}	s 10.21		4.36	f 8.37				
s 12.48				1.28	10.30 ₆₋₇		394	82.8	URBANA.....P 3.6	107	7.42	f 10.30 ₆₋₆₀₃							
f 1.02				1.40	10.44	W	398	86.4	SW.....SPIRITWOOD.....DN 6.1 Lap Siding	W65 E101	7.48	s 10.38		4.41	s 8.46				
s 1.20				2.05	11.05		403	92.5	BM.....BLOOM.....DN 4.7	80	7.57	f 10.51		4.50	f 9.00				
A 2.00P				A 2.30A	11.30A	WCO TYX	409	97.2	JY.....JAMESTOWN.....DN	Yard	As 8.05A	As 11.00A		As 4.58P	As 9.10P				
	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily					Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	
	5.15	.25	1.45	.40	6.45	6.00			Time Over Sub-Division		2.83	3.20	.20	.12	.35	2.24	3.10	.15	
	13.7	12.0	14.3	16.6	14.4	16.2			Average Speed Per Hour		36.3	27.8	22.2	25.0	34.4	38.4	29.1	20.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN DILWORTH AND BUFFALO; BLOOM AND PITTSBURG AVE. JAMESTOWN.
AUTOMATIC BLOCK BETWEEN DILWORTH AND JAMESTOWN.

SPECIAL INSTRUCTIONS, PAGES 10 TO 13, INCLUSIVE.

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS								TIME TABLE No. 57 January 26, 1930 Succeeding No. 56		SECOND CLASS		THIRD CLASS			
4	8	142	138	2	6	122	146	STATIONS				762	768	764	766
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Car	Motor Car	Telegraph Offices and Calls		Distance from Fargo to High Bridge		Way Freight	Way Freight	Way Freight	Way Freight
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily					Tue., Thu. and Sat.	Tue., Thu. and Sat.	Tue., Thu. and Sat.	Tue., Thu. and Sat.
A 1.38A	As 11.14P			A 4.33P	A 1.14P	As 12.28P	A 10.45A	DH.....DILWORTH.....DN	97.2					A 3.00P	A 2.20P
								G. N. Crossing Interlocked 4.0							
1.29	s 11.05			4.25	s 1.04	s 12.18	s 10.35	MH.....MOORHEAD.....D	93.2					2.45	2.05
								1.0 Track Conn.							
s 1.25	11.00		A 5.30P	4.22	s 1.00	L 12.15P	L 10.32A	FO.....FARGO.....DN	92.2					L 2.40P	2.00
1.15	s 10.15			s 4.17	12.52			1.4 Cross Over							
1.12	10.10			5.27	4.14			MILW. CROSSING.....P	90.8						1.57
								Automatic Interlocking							
1.05	f 10.01			s 5.20	4.08	s 12.42		Track Conn. 4.0 Cross Over	86.8						s 1.40
								HG.....WEST FARGO.....D							
				f 5.16				2.4 Cross Over							
								FIFE.....P	84.4						f 1.30
				s 5.08	3.58	s 12.29		4.7 Cross Over							s 1.10
12.55	s 9.48							MA.....MAPLETON.....D	79.7						
				f 5.04				2.3 Cross Over							f 1.00
								NORPAK.....P	77.4						
								2.6 Cross Over							
								DALRYMPLE.....P	74.8						
								2.7 Cross Over							
12.45	s 9.35		L 4.55P	3.47	s 12.16			CA.....CASSELTON.....DN	72.1		A 11.45A				L 12.35P
								G. N. Crossing							
								Interlocked 6.5 Track Conn.							
12.35	s 9.22			3.38	s 12.04P			WD.....WHEATLAND.....D	65.6		s 11.25				
								3.9 Cross Over							
12.29	9.15			3.33	f 11.57A			MAGNOLIA.....P	61.7		f 11.05				
								5.7 Cross Over							
12.21	s 9.05			3.25	s 11.47			BF.....BUFFALO.....DN	56.0		s 10.45				
				1				5.9							
12.13	s 8.54			3.17	s 11.37			CT.....TOWER CITY.....D	50.1		s 10.30				
								2.8 Lap Siding							
12.09	8.49			3.13	f 11.32			KOLDOK.....P	47.3		f 10.10				
								2.7							
12.05A	s 8.44			3.10	s 11.27			KA.....ORISKA.....DN	44.6		s 9.50				
								5.1							
11.57P	8.34			3.03	f 11.19			AN.....PEAK.....DN	39.5						
605					761			5.2							
s 11.45	s 8.22	A 5.50P		s 2.51	s 11.06			VY.....VALLEY CITY.....DN	34.9		Via High Bridge	A 1.30P			
	8.12							5.0							
11.35	8.02	f 5.39		2.42	f 10.56			BA.....BEREA.....DN	29.9		s 1.10				
	s				141			5.2							
								AN.....PEAK.....DN	39.5		f 9.35				
								5.2							
Via Valley City	Via Valley City	Via Valley City		Via Valley City	Via Valley City			HIGH BRIDGE.....P	34.3		f 9.17	Via Valley City			
								4.4			603				
11.27	s 7.47	L 5.22P		2.34	s 10.46			BA.....BEREA.....DN	29.9		f 8.35				
								6.1							
11.20	s 7.34			2.27	s 10.37			SA.....SANBORN.....DN	23.8		s 8.08	L 12.45P			
								5.3 Lap Siding							
11.14	f 7.25			2.21	f 10.30			XN.....ECKELSON.....DN	18.5		s 7.36				
					7-603			4.1			s				
								URBANA.....P	14.4		f 7.05				
								3.6							
11.09	s 7.18			2.16	s 10.22			SW.....SPIRITWOOD.....DN	10.8		s 6.45				
								6.1 Lap Siding							
11.00	7.06			2.08	f 10.11			BM.....BLOOM.....DN	4.7		f 6.15				
								4.7							
L 10.50P	L 6.55P			L 2.00P	L 10.00A			JY.....JAMESTOWN.....DN	0.0		L 6.00A				
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily				Tue., Thu. and Sat.	Tue., Thu. and Sat.	Tue., Thu. and Sat.	Tue., Thu. and Sat.	
2.25	3.10	.28	.35	2.17	2.52	.13	.13	Time Over Sub-Division			5.45	.45	.20	1.45	
38.1	29.3	23.7	34.4	40.3	32.0	23.0	23.0	Average Speed Per Hour			12.5	14.8	15.0	14.3	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN DILWORTH AND BUFFALO, BLOOM AND PITTSBURG AVE., JAMESTOWN.
AUTOMATIC BLOCK BETWEEN DILWORTH AND JAMESTOWN.

SPECIAL INSTRUCTIONS, PAGES 10 TO 13, INCLUSIVE.

WESTWARD			FOURTH SUB-DIVISION (RED RIVER BRANCH)										EASTWARD				
SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Manitoba Junction.	Time Table No. 57 January 26, 1930. Succeeding No. 56			Distance from East Grand Forks.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
129	633	13					14		130				748				
Mixed	Freight	Passenger		Passenger		Mixed		Way Freight									
Tue., Thu. and Sat.	Daily	Daily		Daily		Tue., Thu. and Sat.		Ex. Sun.									
	L 5.15P	L 3.15P		Y 289	0.0	WN MANITOBA JCT. DN	93.7	110	As 3.15P			As 3.45P					
	5.33	s 3.24		NA 6	5.1	Interlocked HI HITTERDAL D	88.6	85	s 3.03			s 3.24					
	5.58	s 3.37		W NA13	12.0	U ULEN D	81.7	94	s 2.49			s 2.52					
	6.24	s 3.50		NA20	19.0	SY SYRE D	74.7	81	s 2.36			s 2.17					
	6.47	s 4.01		X NA26	24.6	AY TWIN VALLEY D	69.1	103	s 2.25			s 1.50					
		4.06		NA29	27.6	HEIBERG D	66.1	3	s 2.19			s 1.25					
	7.19	s 4.15		NA34	32.4	G GARY D	61.3	Spur 89	s 2.10			s 12.58					
	7.43	f 4.26		NA40	38.4	FLAMING D	55.3	72	f 1.59			f 12.35					
	8.06	s 4.37		WCO NA46	44.0	FE FERTILE DN	49.7	172	s 1.48			s 12.15P					
	8.39	f 4.52		YX NA53	52.0	MELVIN D	41.7	82	f 1.33			f 11.40A					
		f 5.01		NA58	56.8	KANKEL D	36.9	5	f 1.24			f 11.15					
	9.11	f 5.06		NA61	59.8	HAROLD D	33.9	Spur 60	f 1.19								
					64.3	G. N. CROSSING Automatic Interlocking Track Conn.	29.4										
	9.41	s 5.19		WX NA69	67.1	CX CROOKSTON D	26.6	43	s 1.05			s 10.50					
	9.47	5.22		NA70	68.5	ANGLIM D	25.2	45	f 1.01			f 10.35					
					70.4	G. N. CROSSING Automatic Interlocking	23.3										
	10.09	f 5.32		NA75	73.8	HIXON D	19.9	30	f 12.51			f 10.15					
	10.25	f 5.39		NA79	77.8	FREEMAN D	15.9	29	f 12.44			f 10.00					
	10.49	f 5.50		NA85	83.3	DAVIDSON D	10.4	74	f 12.34			s 9.40					
L 7.30P	11.11	f 6.00		NA90	88.7	CARTHAGE JCT. D	5.0		f 12.24			f 9.20					
A 7.45P	11.35P	As 6.10P		WCO NA95	93.7	GX E. GRAND FORKS DN	0.0	Yard	L 12.15P	As 8.30A		L 8.15A					
				TX								L 9.00A					
Tue., Thu. and Sat.	Daily	Daily							Daily	Tue., Thu. and Sat.		Ex. Sun.					
.15	6.20	2.55				Time Over Sub-Division			3.00	.15		6.13					
20.0	14.8	32.1				Average Speed Per Hour			31.2	20.0		15.1					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 11 TO 13, INCLUSIVE.

WESTWARD			FIFTH SUB-DIVISION (RED RIVER BRANCH)										EASTWARD		
SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from East Grand Forks.	Time Table No. 57 January 26, 1930. Succeeding No. 56			Distance from Pembina.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
633	13						14		752						
Freight	Passenger			Passenger		Way Freight									
Daily	Daily			Daily		Ex. Sun.									
L 1.25A	L 6.15P	WCO NA95	0.0	GX E. GRAND FORKS DN	94.4	Yard	As 12.10P	A 12.45A							
1.27	s 6.20	TX NA96	0.5	GRAND FORKS	93.9	84	s 12.05P	12.42							
			1.4	G. N. CROSSING	93.0										
			3.2	G. N. CROSSING 1.8 Track Conn.	91.2										
1.49	f 6.31	NA 101	5.8	BOLACK	88.6	18	f 11.52A	f 12.22							
2.10	f 6.41	NA 106	11.0	KELLY	83.4	80	f 11.42	f 12.02A							
2.37	s 6.53	W NA 112	17.2	MF MECKINOCK D	77.2	84	s 11.30	s 11.37P							
3.00	s 7.04	NA 118	22.7	BM HONEYFORD D	71.7	35	s 11.19	s 11.15							
3.15	s 7.11	NA 121	26.2	GB GILBY D	68.2	81	s 11.12	s 11.01							
3.33	f 7.19	NA 126	30.5	JH JOHNSTOWN D	63.9	34	f 11.03	s 10.44							
3.52	s 7.28	W NA 130	35.2	FV FOREST RIVER D	59.2	98	s 10.54	s 10.26							
4.16	s 7.39	NA 136	41.1	SOO LINE CROSSING Interlocked 5.6 Track Conn.	58.9										
4.34	f 7.48	NA 141	45.7	VO VOSS D	53.3	89	s 10.42	s 10.02							
			48.7	KELLOGG	48.7	20	f 10.33	f 9.44							
			48.7	G. N. CROSSING 1.1 Track Conn.	45.7										
4.51	s 7.57	X NA 145	49.8	GO GRAFTON D	44.6	118	s 10.25	s 9.28							
5.21	s 8.10	NA 152	56.8	CH CASHEL D	37.6	38	s 10.11	s 9.00							
5.36	f 8.17	NA 155	60.4	HERRICK	34.0	42	f 10.04	f 8.46							
5.58	s 8.26	W NA 160	65.3	DA DRAYTON D	29.1	120	s 9.54	s 8.26							
6.18	f 8.35	NA 165	70.0	PITTSBURG	24.4	29	f 9.45	f 7.45							
6.35	s 8.42	NA 169	74.1	BQ BOWSMONT D	20.3	32	s 9.38	s 7.30							
	f 8.52	NA 174	79.1	FLEECE	15.3	21	f 9.29								
7.15	s 9.00	NA 179	83.7	JOLIETTE	10.7	84	s 9.21	s 6.55							
7.31	f 9.07	NA 183	87.4	McARTHUR	7.0	38	f 9.14	f 6.40							
A 8.00A	As 9.22P	WCO NA 190	94.4	PB PEMBINA D	0.0	Yard	L 9.00A	L 6.15P							

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

WESTWARD		WINNIPEG				EASTWARD	
SECOND CLASS	FIRST CLASS	DAILY		DAILY		SECOND CLASS	FIRST CLASS
A 11.30P						L 7.00A	
Daily	Daily					Daily	Daily
6.35	3.07					3.10	6.30
14.3	30.3					29.8	14.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 11 TO 13, INCLUSIVE.

WESTWARD

EIGHTH SUB-DIVISION (FARGO & SOUTHWESTERN BRANCH)

EASTWARD

Table with columns for Third Class (787, 769, 763, 145, 155, 139), First Class (146, 154, 140, 764, 788, 770), and STATIONS. Includes times, distances, and train numbers for various stations like FARGO, COTTER, OSGOOD, etc.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 11 TO 13, INCLUSIVE.

WESTWARD

NINTH SUB-DIVISION (CASSETLON BRANCH)

EASTWARD

WESTWARD

TENTH SUB-DIVISION (COOPERSTOWN BRANCH)

EASTWARD

Table containing train schedules for 1930, including columns for Third Class, First Class, Stations, Time Table No. 57, Distance, and Car Capacity. It lists routes for the Ninth and Tenth Sub-divisions with specific train numbers and departure times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. EXCEPT NO. 137 IS SUPERIOR TO NO. 138 CASSETLON TO MARION. SPECIAL INSTRUCTIONS, PAGES 11 TO 13, INCLUSIVE.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 141 IS SUPERIOR TO NO. 142 SANBORN TO McHENRY. SPECIAL INSTRUCTIONS, PAGES 11 TO 13, INCLUSIVE.

SPECIAL INSTRUCTIONS.

FIRST SUB-DIVISION. (MAIN LINE)

- List of special instructions for the First Sub-Division, including pusher districts, bridge and engine restrictions, speed restrictions, and special stops.

- List of special instructions for the Tenth Sub-Division, including stopping points for various train numbers and passenger handling.

- List of special instructions regarding register stations, register exceptions, clearance exceptions, bulletin stations, and standard time clocks.

SPECIAL INSTRUCTIONS

10. Watch Inspectors—

J. L. Cross, Staples.
C. G. Sherdahl, Fargo.

11. Derail Switches—

Staples.....	Elevator track east of 7th St.
Aldrich.....	Switch west end house track.
Verndale.....	East end house track.
Wadena.....	East end house track.
Wadena.....	East end elevator track.
Wadena.....	East end G. N. transfer.
Wadena.....	West end oil spur.
New York Mills.....	East end house track.
Detroit Lakes.....	Soo Line end of Transfer.
Detroit Lakes.....	East end of Power Plant spur.
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.

12. Commercial Spurs—

	Miles from Staples	Car Capacity
Ice house spur.....	60.5	120
Muskoda Sand Co. Spur.....	91.0	55
Barnes Spur.....	101.9	20

SECOND SUBDIVISION.

(MAIN LINE.)

- 1. Pusher Districts—**Between Koldok and Berea, via Valley City. Between Jamestown and Bloom.
- 2. At Jamestown,** westward first class trains and passenger extras will use first track south of passenger station. Eastward first class trains and passenger extras will use second track south of passenger station. Westward second class and inferior trains will use third track south of passenger station. Eastward second class and inferior trains will use fourth track south of passenger station. Westward first class trains will stop East of Pittsburg Ave., unless switches are right and track is clear. Westward second class and inferior trains will stop East of Pittsburg Ave. with engine within 500 feet of switch tender's shanty. All trains will move between Pittsburg Ave. and 7th Ave. prepared to stop unless main track is seen or known to be clear. Switch tenders are on duty at Pittsburg Avenue 7:30 A. M. to 11:30 P. M., and at 6th Avenue, from 8:00 A. M. to 12:00 Midnight. The normal position of the cross over switches at Pittsburg Ave. is for the freight train routes. Normal position of switch at end of double track just west of 5th Avenue and of switches west of that point through the yard is for eastward freight trains.
- 3. At Sanborn** No. 141 arriving and No. 142 departing will enter and leave the main track at the east lead switch.
- 4. Yard Limits—**Between yard limit sign west of Milwaukee Crossing and yard limit sign east of Bridge O east of Dilworth, will be considered and operated as one yard.
- 5. At Fargo,** when westward main track is blocked between Broadway and 8th Street, the run-around track may be used and the main line switches left lined up for run-around track. When trains are moving thru the curve on westward main track east of Broadway, switch engines or trains must not pass on the curve on No. 1 track account of short clearance.
- 6. Double Track** extends from Dilworth to switch just east of depot at Buffalo, and from Bloom to Pittsburg Ave., Jamestown. The normal position of switch at Buffalo is for eastward track and at Bloom for westward track, operators will handle these switches.
- 7. At Peak and Berea** the normal position of switches is for route via High Bridge. Unless otherwise instructed by train order extra trains will run via High Bridge. Trains running via Valley City will call for route with engine whistle by one long, one short and one long.

8. Handling Switches—

Operators will handle switches for trains entering or leaving sidings at the following points:

Station	Location of switch	Present operators' hours
Oriska	East switch eastward siding	Week days Continuous
	West switch westward siding	Sundays Continuous
Eckelson	East switch westward siding	Week days 7:30 AM—11:30 PM
	West switch eastward siding	Sundays 9:50 AM—12:20 PM
Spiritwood	West switch eastward siding	Week days 7:30 AM—11:30 PM
	West switch eastward siding	Sundays 10:10 AM—12:10 PM

At Peak, Berea and Bloom, the operators will, in addition to handling the junction switches, handle switches that are adjacent to their offices. Switches will be handled by trainmen or enginemen when there are no operators on duty at these points. Trainmen will also handle the above mentioned switches when pulling out of these sidings, the operators to close the switches behind them. Engineers will give the usual whistle signal for these switches.

9. Bridge and Engine Restrictions—

Speed is restricted over Bridge 64, Valley City Viaduct to twenty (20) miles per hour for freight trains and thirty-five (35) miles per hour for passenger trains. Bridge 65.3 on Mill Spur, Valley City, not safe for an engine. Engines class W or heavier, must not be turned on the wye at Valley City. On westward track class A engines will not exceed twenty (20) miles per hour over Bridges 13.1, 18, 23 and 34. Engines class Z-5 10 miles per hour over bridges 7, 11, 16, 20, 38, 52 and 65 on eastward and westward tracks.

10. Speed Restrictions—

Passenger trains must consume one and one-half (1½) minutes and freight trains three (3) minutes in passing over Valley City Viaduct. At Peak and Berea trains running via Valley City, fifteen (15) miles per hour over switches. Eastward trains at Bloom 15 miles per hour and Buffalo 10 miles per hour over double track switches. Eight (8) miles per hour through Fargo and Moorhead. Five (5) miles per hour between Broadway & 8th St., Fargo. Twelve (12) miles per hour through Casselton. Six (6) miles per hour between 3rd Ave. & 6th Ave., Valley City.

11. Maximum Grades—Peak to Valley City, Berea to Valley City. Two miles west of Bloom to Jamestown. Before descending Jamestown Hill enginemen of freight trains must receive proceed signal from rear of train at Bloom or come to a stop and test brakes. When signal is given it will indicate that the required pressure is indicated on caboose air gauge. Passenger trains will be governed by Rule 1003.

12. Special Stops, Connections, etc.—

No. 8 will stop at Bloom to discharge passengers. Nos. 761, 762, 765 and 766 will carry adult male passengers only.

13. Register Stations—

Dilworth.
Fargo—For first class trains.
Casselton—For Nos. 137, 138, 761, 762, 765 and 766.
Valley City—For Nos. 141, 142, 767, 768, helper and switch engines.
Sanborn—For Nos. 141, 142, 767 and 768.
Jamestown.

14. Register Exceptions—

Dilworth..... Through passenger trains will register by card form 608.

15. Clearance Exceptions—

Dilworth..... First class trains except No. 145 will not require clearance if train order signal is in clear position.

16. Bulletin Stations—

Dilworth—Central office and round house.
Fargo—Passenger station.
Valley City—Passenger station.
Jamestown—Passenger station, yard office and round house.

17. Standard Time Clocks—

Dilworth—Telegraph office.
Fargo—Telegraph office.
Jamestown—Telegraph office at passenger station and yard office.

18. Watch Inspectors.

Henry Neubarth, Moorhead.
C. G. Sherdahl, Fargo.
G. H. Toring, Valley City.
H. G. Pickard, Jamestown.

19. Derail Switches—

Dilworth.....	Switching Lead of Eastward Yard,	West End.
Norpak.....	Elevator Track.....	East End.
Buffalo.....	House Track.....	West End.
Buffalo.....	Elevator Track, north.....	East End.
Buffalo.....	Quirk Spur.....	East End.
Tower City.....	Elevator Spur.....	East End.
Tower City.....	House Track.....	East End.
Koldok.....	Coal Dock Track.....	East End.
Koldok.....	Stub Track.....	West End.
Oriska.....	House Track.....	East End.
Peak.....	Storage Track.....	West End.
Peak.....	Elevator Track.....	East and West End.
Berea.....	Storage Track.....	East End.
Sanborn.....	Storage Track.....	East End.
Sanborn.....	Elevator Track.....	West End.
Spiritwood.....	House Track.....	East End.

20. Commercial Spurs—

	Miles from Dilworth	Car Capacity
Watts.....	2.0	20
Glacis.....	27.8	12

THIRD SUBDIVISION.

(FERGUS FALLS BRANCH.)

- 1. At Fergus Falls—**The G. N. Railway has built a track and placed crossing frogs over Rosengren spur and all engines and trains must come to a stop not less than twenty-five feet (25 ft.) from the nearest rail before passing over this crossing, sending brakeman ahead to observe if the way is clear before engines or trains pass over crossing. Pelican Rapids branch trains of the G. N. Railway will operate over our main track between the crossing of the two lines and the Pelican Rapids branch switch in accordance with Rule S-93 of our Transportation Rules, and all Northern Pacific second and third class and extra trains must move within these limits prepared to stop unless the main track is seen or known to be clear.
- 2. Bridge and Engine 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 A, Q-5 and W-3 and heavier not permitted.
- 3. Speed Restrictions—**Five (5) miles per hour through Wahpeton and over Union St. crossing at Oakes. Engines class T and Q in freight service twenty-five (25) miles per hour between Underwood and Fergus Falls and between Milnor and Oakes; thirty (30) miles per hour over balance of subdivision. Engines class Q in passenger service thirty (30) miles per hour between Underwood and Fergus Falls and between Milnor and Oakes; forty-five (45) miles per hour over balance of subdivision.
- 4. Special Stops, Connections, etc.—**Nos. 745, 746, 753 and 754 will carry adult male passengers. Nos. 755 and 756 will carry passengers.
- 5. Register Stations—**Wahpeton.
Wadena.
Fairview Junction for No. 111 Tuesdays and Thursdays, when No. 754 does not make Wahpeton for No. 111.
- 6. Register Exceptions—**At Wadena enginemen of westward trains will be furnished check of register, Form 602, over the signature of the conductor.
- 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.
Fergus Falls..... East end of siding.
Farmington..... East end House track.
Mooreton..... East end south track.
- 10. Commercial Spurs—**

	Miles from Wadena	Car Capacity
Hulse.....	5.0	3
McMichael Spur.....	30.8	8
Guttenberg Spur.....	48.3	3
Hoot Lake Spur.....	49.7	15
Packing House Spur.....	52.5	3
Ames Pit.....	59.5	14
Bodson Spur.....	74.2	3

SPECIAL INSTRUCTIONS.

FOURTH SUBDIVISION.

(RED RIVER BRANCH.)

- Extra Trains** between Carthage Junction and Fertile will run via 4th Subdivision unless otherwise instructed by train order.
- Bridge and Engine Restrictions—**
Speed is restricted over Bridge 13, Wild Rice Creek and Bridge 44, Sand Hill Creek as follows:
Engines classes Q-5, Q-6, W, W-1, W-2, W-3, W-4, W-5, Z, Z-1, Z-2 and Z-3, eight (8) miles per hour, class A, Z-4 and Z-5 not permitted.
- Speed Restrictions—**Twenty-five (25) miles per hour over switch at Carthage Junction.
Ten (10) miles per hour over Division St., East Grand Forks.
All trains restricted speed between the west wye switch and the station at Fertile.
- 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.
East Grand Forks.
- Bulletin Station—**East Grand Forks. Telegraph office.
- Standard Time Clock—**East Grand Forks. Telegraph office.
- Watch Inspector—**E. A. Arhart, Grand. Forks.
- Derail Switches—**
Nada..... West end Side track.
Twin Valley..... West end House track.
Crookston..... East end G. N. Transfer, east of Crookston.

Commercial Spurs—	Miles from Manitoba Jct.	Car Capacity
Nada.....	1.4	10
Crookston Mill Spur.....	66.4	165
Vannet.....	80.1	30
Cummings.....	86.0	12
Sullivan.....	91.2	20

FIFTH SUBDIVISION.

(RED RIVER BRANCH.)

- Bridge and Engine Restrictions—**
Engines class A, Z-4 and Z-5 not permitted.
- Special Stops, Connections, etc.—**
No. 752 will carry adult male passengers.
- Register Stations—**
East Grand Forks.
Pembina.
- Bulletin 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.
- Derail Switches—**
Grand Forks..... Old Coach Track.

SIXTH SUBDIVISION.

(RED LAKE FALLS AND SHERACK BRANCHES.)

- Extra Trains** between Carthage Junction and Fertile will run via 4th Subdivision unless otherwise instructed by train order.
- Bridge and Engine Restrictions—**
Speed is restricted over Bridge 70, Red Lake River as follows:
Engines classes S-2, S-3, S-4, S-10, Q and Q-1, eight (8) miles per hour.
Double header engines class F-1, eight (8) miles per hour.
Engines class T and heavier not permitted.

3. Register Stations—

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

4. Register Exceptions—

At G. N. Junction enginemen of eastward trains will be furnished check of register, Form 602, over the signature of conductor.
At Tilden Junction and Carthage Jct. enginemen of westward trains will be furnished check of register, Form 602, over the signature of conductor.
At Red Lake Falls all N. P. Extras running between Carthage Jct. and Fertile between 8:00 a. m. and 5:00 p. m. will report and ascertain if any train orders for them. This is to avoid delay to G. N. Extras at Tilden Jct.

5. Bulletin Station—Tilden Junction. Depot.

6. Derail Switches.

Delorme..... East end Spur track.
Dorothy..... West end passing track.
Hill Top..... West end side track.

7. Commercial Spurs—

	Miles from Fertile	Car Capacity
Smisek.....	7.0	3
Kohler Spur.....	39.2	5
Walkerton.....	51.0	8

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, when no towerman on duty.

SEVENTH SUBDIVISION.

(FAIRVIEW BRANCH)

- Speed Restrictions.** Do not exceed schedule running time between stations between Fairview Jct. and Great Bend and do not exceed eight (8) miles per hour between Keystone Jct. and Berndt.
- Special Stops, Connections, Etc.—**
Nos. 755 and 756 will carry passengers.
- Clearance Exceptions—**Nos. 755 and 756 will not require clearance at Fairview Jct. or Great Bend.

EIGHTH SUBDIVISION.

(FARGO AND SOUTHWESTERN BRANCH.)

- At Davenport—**Hours of agent-towerman: Week days 6:00 a. m. to 3:00 p. m. and will meet Nos. 140 and 145.
On Sundays will meet Nos. 145 and 146.
During time agent not on duty the route will be lined up for Great Northern therefore when needed for Northern Pacific trains the agent will have to be called.
- At LaMoure—**All trains will move at restricted speed between the east wye switch and the station.
- At Edgeley Junction,** normal position of switch is for Edgeley Spur.
- Doubling Tracks:** 2 1/2 miles east of Lisbon, capacity 26 cars, switch at east end.
2 miles west of Elliott, capacity 22 cars, switch at both ends.
5 miles west of La Moure, capacity 11 cars, switch at west end.
- Speed Restrictions—**Engines Class W, W-1 and W-2 between Fargo and La Moure, thirty (30) miles per hour; between La Moure and Edgeley, twenty-five (25) miles per hour; Engines Class T and Q, between Fargo and La Moure, forty (40) miles per hour; between La Moure and Edgeley thirty (30) miles per hour; between Edgeley and Streeter, twenty-five (25) miles per hour; Engines Class S-10 and smaller between Edgeley and Streeter, thirty (30) miles per hour.
- Special Stops, Connections, Etc.—**
Trains Nos. 763, 764, 769, 770, 787 and 788 will carry adult male passengers only.
- Register Stations—**
Fargo—For first class trains.
Independence.
La Moure.
Edgeley Jct.—For first class trains.
Edgeley.
Streeter.
- Clearance Exceptions—**
At Independence, trains No. 155 and No. 787 will not require clearance to comply with Rule 83-B.
At La Moure, trains No. 154 and No. 788 will not be required to get clearance card to comply with Rule 83-B when there is no operator on duty and providing train order signal is in clear position. The assigned hours of the operator are 8:00 a. m. to 5:00 p. m. daily except Sunday with one hour off for lunch.
- Bulletin Stations—**
Fargo—Passenger station.
La Moure.

10. Standard Time Clock—

Fargo—Telegraph office.

11. Watch Inspectors—

C. G. Sherdahl, Fargo.
W. M. Isaacs, La Moure.
J. E. Kipp, Edgeley.

12. Derail Switches—

Soo Line Crossing West of Sheldon... Transfer Track, East End.
Lisbon..... Texas Oil Spur, West End.
Lisbon..... Stone's Spur, East End.
Elliott..... House Track, East End.
Elliott..... Doubling Track, Both Ends.
Verona..... Stock Yard Track, East End.
Verona..... Siding, West End.
Independence..... North Track, West End.
Independence..... South Track, West End.
La Moure..... Coal Dock Track, East End.
Medberry..... Siding, East End.
Edgeley..... Milw. Transfer, East End.
Edgeley..... Old Location Spur, East End.
Deisem..... Siding, West End.
Jud..... Siding, East End.
Alfred..... Siding, East End.

NINTH SUBDIVISION.

(CASSELTON BRANCH.)

- Speed Restrictions—**Engines Classes Q and T twenty-five (25) miles per hour on freight trains and thirty (30) miles per hour on passenger trains, except between Eastedge and Hastings, twenty (20) miles per hour. Engines class S-10, thirty (30) miles per hour, except between Eastedge and Hastings, twenty-five (25) miles per hour. Engines smaller than Class S-10, thirty-five (35) miles per hour.
- Special Stops, Connections, Etc.—**
Nos. 765 and 766 will carry adult male passengers only.
- Register Stations—**
Casselton.
Marion.
- Bulletin Station—**
Casselton.—Passenger Station.
- Derail Switches—**
Kathryn..... House Track, East End.
Nome..... House Track, West End.

TENTH SUBDIVISION.

(COOPERSTOWN BRANCH.)

- Doubling Track—**At M. P. 30, capacity 13 cars, switch at both ends.
- Speed Restrictions—**Engines Classes Q and T twenty-five (25) miles per hour on freight trains and thirty (30) miles per hour on passenger trains. Engines class S-10, thirty (30) miles per hour. Engines smaller than class S-10, thirty-five (35) miles per hour.
- Special Stops, Connections, Etc.—**
Trains Nos. 767 and 768 will carry adult male passengers only.
- Register Stations—**
Sanborn.
McHenry.
- Bulletin Station—**
Valley City.
- Watch Inspector—**
A. H. Gruenstein, McHenry.
- Derail Switches—**
Dazey..... House Track, East End.
Shepard..... Siding, East End.
Binford..... Elevator Track, Both Ends

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS.

- 1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. Speed Restrictions— Passenger trains, one mile per minute. All trains thirty (30) miles per hour over interlocked crossings.
3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
4. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
5. 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.
6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.

- 7. Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
8. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed.
9. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives.
11. Before occupied outfit cars are switched or handled, air brakes must be cut in.
12. IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS: When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.

- 13. At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
14. On all branch line sidings trains may expect to find cars at any time.
15. Spring Switches:— Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
16. Derail switches will be set in derail position when not in use.
17. The following letters when placed after the figures of schedules indicate: "A"—A. M. "P"—P. M.

LIMIT OF LOAD MEASUREMENT

Table with columns: FARGO DIVISION, Subdivision, and HEIGHT ABOVE TOP OF RAIL (1'-0" to 11'-6"). Includes rows for 1st through 10th subdivisions.

AUTHORIZED SURGEONS. LOCATION OF STRETCHERS (S)

Table listing authorized surgeons and their locations with telephone numbers. Columns include Name, Location, Office, and Res. Telephone numbers.

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

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.

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

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.

SUB-DIVISIONS: SECOND— Westward, SECOND— Eastward, EIGHTH— Westward, EIGHTH— Eastward, NINTH— Westward, NINTH— Eastward, TENTH— Westward, TENTH— Eastward

TONNAGE RATING—FREIGHT ENGINES.

ear siding will be
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rich spring switch
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not be made over

idicate:

Max. Height	Max. Width
20'-3"	11'-6"
20'-3"	11'-6"
20'-3"	11'-6"
20'-3"	11'-6"
20'-3"	11'-6"
18'-9"	11'-6"
20'-3"	11'-6"
20'-3"	11'-6"
20'-3"	11'-6"
20'-3"	11'-6"

EPHONE

Res.
57
87-3
98
73
46-3
32-3
26
16-W-3
21
25-W
275
366
146
51
409
879
870

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SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE				First, Third, Fourth, Fifth, Sixth and Seventh Subdivisions:	ENGINES		
			W-3 and W-5	W-1 and W-2	T	S-10		Class T	Class W	Class W-3 and W-5
			Tons	Tons	Tons	Tons		Tons	Tons	Tons
SECOND—	Dilworth to Casselton.....	0.1	Car Limit	Car Limit	3200	.....	3200	4200	5000
Westward.....	Casselton to Jamestown.....	1.0	3600	2900	2120	.....	Car Limit	Car Limit	Car Limit
SECOND—	Jamestown to Buffalo.....	0.8	5000	3950	2700	.....	2100	.....	.....
Eastward.....	Buffalo to Dilworth.....	0.1	Car Limit	Car Limit	Car Limit	.....	2600	.....	.....
EIGHTH—	Fargo to Woods.....	0.3	.....	3000	2500	2000	.....	2300	.....
Westward.....	Woods to Leonard.....	1.0	.....	1500	1150	800	.....	2400	.....
	Leonard to Lisbon.....	0.3	.....	3000	2500	2000	.....	.....	.....
	Lisbon to Elliott Spur.....	1.2	.....	1500	1150	800	.....	.....	.....
	Elliott Spur to La Moure.....	1.0	.....	2300	1850	1300	.....	.....	.....
	La Moure to Berlin Spur.....	1.2	.....	1500	1150	800	.....	.....	.....
	Berlin Spur to Edgeley.....	1.0	.....	1900	1500	1000	.....	.....	.....
	Edgeley to Streeter.....	0.4	.....	.....	1500	1000	.....	.....	.....
	Streeter to Edgeley.....	0.5	.....	.....	2500	2000	.....	.....	.....
	Edgeley to La Moure.....	1.0	.....	3000	2500	2000	.....	.....	.....
	La Moure to Independence.....	0.8	.....	1750	1400	1100	.....	.....	.....
Eastward.....	Independence to Englevale.....	0.9	.....	2300	1850	1300	.....	.....	.....
	Englevale to Elliott Spur.....	1.0	.....	1500	1150	800	.....	.....	.....
	Elliott Spur to Lisbon.....	0.0	.....	Car Limit	Car Limit	Car Limit	.....	.....	.....
	Lisbon to Lisbon Spur.....	1.2	.....	1500	1100	800	.....	.....	.....
	Lisbon Spur to Fargo.....	0.1	.....	Car Limit	Car Limit	Car Limit	.....	.....	.....
	NINTH—	Casselton to Myra.....	0.2	2500	2000
Westward.....	Myra to Embden.....	0.65	.....	.....	2000	1300	.....	.....	.....
	Emden to Lucca.....	0.5	.....	.....	2200	1500	.....	.....	.....
	Lucca to Eastedge.....	0.85	.....	.....	1900	1000	.....	.....	.....
	Kathryn to Hastings.....	0.8	.....	.....	1500	800	.....	.....	.....
	Hastings to Marion.....	0.27	.....	.....	2500	2000	.....	.....	.....
NINTH—	Marion to Kathryn.....	0.0	.....	.....	Car Limit	Car Limit	.....	.....	.....
Eastward.....	Kathryn to Eastedge.....	1.0	.....	.....	1250	800	.....	.....	.....
	Eastedge to Casselton.....	0.0	.....	.....	Car Limit	Car Limit	.....	.....	.....
TENTH—	Sanborn to Hannaford.....	0.1	.....	.....	3000	2000	.....	.....	.....
Westward.....	Hannaford to Hannaford Spur.....	0.8	.....	.....	1500	800	.....	.....	.....
	Hannaford Spur to McHenry.....	0.5	.....	.....	2200	1500	.....	.....	.....
TENTH—	McHenry to Shepard.....	0.5	.....	.....	2200	1500	.....	.....	.....
	Eastward.....	Shepard to Hannaford.....	0.74	.....	1500	800	.....	.....	.....
	Hannaford to Sanborn.....	0.2	.....	.....	3000	2000	.....	.....	.....

First, Third, Fourth, Fifth, Sixth and Seventh Subdivisions:	Class T	Class W	Class W-3 and W-5
	Tons	Tons	Tons
Westward: Staples to Lake Park.....	3200	4200	5000
Lake Park to Dilworth.....	Car Limit	Car Limit	Car Limit
Staples to Wahpeton.....	2100	.....	.....
Wahpeton to Milnor.....	2600	.....	.....
Milnor to Oakes.....	2300	.....	.....
Lake Park to East Grand Forks.....	2400	.....	.....
East Grand Forks to Pembina.....	2500	.....	.....
Eastward: Dilworth to Lake Park with Pusher, Glyn- don to Witherow.....	2700	3700	4500
Glyndon to Witherow without Pusher.....	2200	3400	4200
Lake Park to Staples.....	3200	4700	5200
Oakes to Gwinner.....	2050	.....	.....
Gwinner to Wahpeton.....	3500	.....	.....
Wahpeton to Fergus Falls.....	1750	.....	.....
Wahpeton to Fergus Falls (doubling French).....	2500	.....	.....
Fergus Falls to Henning.....	1700	.....	.....
Henning to Staples.....	3300	.....	.....
Pembina to Meckinock.....	3200	.....	.....
Meckinock to East Grand Forks.....	3500	.....	.....
East Grand Forks to Lake Park.....	2600	.....	.....

SPEED TABLE

Time Per Mile	Miles Per Hour	
	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

TONNAGE RATING INSTRUCTIONS:

This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where the grades will permit.

H. D. MUDGETT,
Assistant Superintendent.

J. E. HOGAN,
Trainmaster.

R. G. KNIGHT,
Trainmaster.

B. H. HAMMER,
Trainmaster.

E. H. SHOWALTER,
Chief Dispatcher.



N. P. 571
2-28

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN No. 86

Fargo

DIVISION

April 3rd, 1930

19

THIRD SUB-DIVISION

Bodson Spur, located two miles East of Breckenridge, and Guttentberg Spur, located one mile East of Fergus Falls, have been removed.

E.J. Hackenberg,
Superintendent

Posted at _____ M, April _____ 1930

Cy BB Fo Dh Rh So Sj Rh
Ap Wp Agts. Fg-Bj EJH-2
EHS-2 HH CVB DAT JEW
OMB PHM-15 File

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 59

Fargo, April 3rd, 1930

ALL CONCERNED -

When Train No. 6 has any passengers for the Red River Branch, they will let them off at Lake Park instead of Manitoba Junction whenever Train No. 6 can arrive Lake Park before Train No. 13 is due to leave there.

E.J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh So Sj Rh
Ap EJH-2 EHS-2 CVB
AGT-AP Wn MLM PHM-15
File