

NORTHERN PACIFIC RAILWAY COMPANY.

FARGO DIVISION

TIME 58 TABLE

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

SUNDAY, JUNE 1, 1930.

For the Government of Employees 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				Water, Fuel, Groceries, Turn Tables, Wye and Yard Limits.	Station Numbers.	Time Table No. 58 June 1, 1930. Succeeding No. 57		Distance from Staples.	FIRST CLASS						
741	743	745	603	633	605	631			STATIONS			3	7	121	1	13	5	111
Way Freight	Way Freight	Way Freight	Freight	Freight	Freight	Freight			Telegraph Offices and Calls			Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	Motor Car
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily						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 2.30A	L 3.40A	L 6.50A ⁷⁴¹	L 12.12P	L 1.00P	L 2.50P	L 2.55P	
s 7.25		6.20	10.26		12.07P	11.37	TYX	214	AC ALDRICH D	6.9	2.41	3.52	s 7.03	f 1.11	3.01	s 3.08		
s 7.52		6.30	10.40		12.27 ¹	11.53A		218	V VERNDALE D	10.9	2.46	s 3.59	s 7.10	f 1.19	3.07	s 3.15		
s 8.27		As 6.50A	11.00		12.51	12.36P ¹	WYX	224	WA WADENA DN	17.6	s 2.57	s 4.11	s 7.24	12.36 ⁶⁸¹	s 1.29	s 3.17	As 3.28P	
s 8.52			11.15		1.06	12.52		229	UF BLUFFTON D	22.5	3.05	4.20	s 7.34	f 1.38	3.24			
f 9.14								232	TOPELIUS P	25.7			f 7.40					
s 9.36			11.40P		1.30	1.16	W	237	NM N. Y. MILLS D	30.4	3.15	s 4.35	s 7.49	12.53	s 1.51	3.35		
f 10.03								242	RICHDALE P	35.6			f 7.59					
s 10.31			12.13A		2.07 ¹³	1.46	WX	248	RN PERHAM DN	41.1	3.29	s 4.55	s 8.10	1.06	s 2.07 ⁶⁰⁵	3.49		
s 11.02			12.30		2.25	2.03		253	LUCE P	46.9	3.36	5.06	f 8.21	1.13	2.16	3.56		
s 11.30			12.46		2.56	2.24 ¹³	X	259	RA FRAZEE D	52.3	3.43	s 5.16	s 8.31	1.20	s 2.24 ⁶³¹	4.03		
f 11.50A			1.01		3.13	2.45		264	McHUGH P	56.9	3.49	5.23	f 8.40	1.26	2.31	4.09		
s 12.10P			1.16		3.32	3.15	XW	269	DE DETROIT LAKES DN	61.8	s 3.58	s 5.34	s 8.50	1.33	s 2.39	s 4.16		
s 12.40								273	OAK LAKE P	65.8			f 8.58					
s 1.05			1.43		3.57	3.35		276	AB AUDUBON D	69.0	4.08	s 5.48	s 9.04	1.42	f 2.52	4.29		
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	4.18	s 5.59	s 9.15	1.50 ⁷⁴¹	s 3.02	s 4.39 ⁶³³		
f 12.08P							X	287	DALE P	81.1		f 6.12	s 9.28					
s 12.14			2.34	A 5.15P	4.40	4.15	Y	289	WN MANITOBA JCT. DN	82.4	4.31	6.15	s 9.31	2.01	As 3.15P ¹⁴	4.51		
s 12.32			2.48		4.58 ⁵	4.27	W	293	HW HAWLEY D	86.1	4.37	s 6.22	s 9.38	2.06	f 4.58 ⁶⁰⁵	5.08		
s 1.02								296	US MUSKODA D	92.1		s 9.50			f 5.08			
	1.07		3.14		5.39	4.52		297	WITHEROW P	93.1	4.47	6.36	9.52	2.15		5.10		
f 1.27								302	STOCKWOOD P	96.8		f 9.59						
s 1.46			3.40		6.19	5.21 ⁵		306	ND GLYNDON DN	100.6	4.58	s 6.50	s 10.07	2.24	f 5.21 ⁶³¹			
A 2.10P			A 4.00A	A 6.45P	A 6.00P	WCO	TX	311	DH DILWORTH DN	105.4	A 5.06A	As 7.00A	As 10.18A	A 2.31P	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		2.36	3.20	3.28	2.16	2.15	2.40	.33	
12.1	12.0	21.1	17.6	19.7	14.9	15.4			Average Speed Per Hour		40.5	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. 58 June 1, 1930 Succeeding No. 57	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 3.20A	As 6.58P	As 5.40P	As 4.14P	As 4.00P	As 1.10P	As 4.20A	105.4	SO.....STAPLES.....DN	Yard	A 2.45P		A 3.05P			
3.07	6.48	5.28	4.03	s 3.47	s 12.57	4.08	98.5	AC.....ALDRICH.....D	W62	s 2.13		2.43			
f 2.59	6.43	5.21	3.56	s 3.39	s 12.49	4.02	94.5	V.....VERDALE.....D	E 66	s 1.53		2.30			
								G. N. Crossing 6.7	W66						
s 2.46	6.34	s 5.10	s 3.45	s 3.26	L 12.35P	3.50	87.8	WA.....WADENA.....DN	E 104	s 1.17		L 2.10P			
2.36	6.27	5.01	3.37	s 3.16		3.43	82.9	UF.....BLUFFTON.....D	S 14	s 12.52					
								Automatic Interlocking Track Conn.							
				f 3.10			79.7	TOPELIUS.....P	S 4	f 12.35					
s 2.22	6.17	s 4.49	3.25	s 3.01		3.30	75.0	NM.....N. Y. MILLS.....D	E 98	s 12.10P					
		4.39		f 2.51			69.8	RICHDAL.....P	W101	s 11.45A					
s 2.01	6.03	s 4.29	3.08	s 2.40		3.15	64.3	RN.....PERHAM.....DN	E 98	s 11.25					
1.50	5.56	4.19	2.59	f 2.29		3.07	58.5	LUCE.....P	W104	s 10.35					
s 1.40	5.49	s 4.09	2.50	s 2.19		3.00	53.1	RA.....FRAZEE.....D	E 106	s 10.05					
1.31	5.43	4.01	2.42	f 2.10		2.53	48.5	McHUGH.....P	W143	f 9.39					
s 1.21	5.36	s 3.53	s 2.34	s 2.00		s 2.45	43.6	DE.....DETROIT LAKES.....DN	E 100	s 9.12					
							39.6	Soo Line Crossing 4.0 Track Conn. Interlocked	W59						
				f 1.52			36.4	OAK LAKE.....P							
1.06	5.27	3.39	2.20	s 1.45		2.32	36.4	AB.....AUDUBON.....D	W52	s 8.31					
f 12.55	5.19	s 3.29	2.11	s 1.34		2.24	30.9	AP.....LAKE PARK.....DN	Yard	L 8.00A	A 10.05A		A 4.15P		
				s 1.20			24.3	DALE.....P	S 17		f 9.33				
12.38	5.08	L 3.15P	1.58	s 1.17		2.11	23.0	WN.....MANITOBA JCT.....DN	E 106	s 9.27			L 3.45P		
s 12.30	5.03		1.52	s 1.09		2.05	19.3	Interlocked 3.7 Cross Over	W103	s 9.08					
				s 12.56			13.3	HW.....HAWLEY.....D	S 18	s 8.38					
								6.0 Cross Over							
12.15A	4.53		1.41	12.54		1.54	12.3	US.....MUSKODA.....D	S 18						
				f 12.46				3.8 Cross Over	E80		8.33				
f 11.59P	4.43		1.29	s 12.38		1.42	8.6	WITHEROW.....P	S 30	f 8.15					
L 11.49P	L 4.36P		L 1.19P	L 12.28P		L 1.33A	4.8	ND.....GLYNDON.....DN	S.W70	s 7.54					
							0.0	G. N. Crossing 4.8 Track Conn. Interlocked	Yard	L 7.30A					
								DH.....DILWORTH.....DN							
								3.7 Cross Over							
Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
3.31	2.22	2.25	2.55	3.32	.35	2.47		Time Over Sub-Division		6.45	2.35	.55	.30		
29.9	44.5	34.0	36.1	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		FIRST CLASS									
761	763	765	767	605	603	Time Table No. 58 June 1, 1930 Succeeding No. 57									
Way Freight	Way Freight	Way Freight	Way Freight	Freight	Freight	STATIONS									
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily	Telegraph Offices and Calls									
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily	3	7	141	121	137	1	5	145		
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily	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		
L 6.15A	L 6.00A			L 7.45P	L 5.30A	WCT OX 311	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
6.30	6.15			8.00	5.45	X 315	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
As 6.40A	s 6.30			8.10	5.55	WOX 316	5.0	5.0	5.0	5.0	5.0	5.0	5.0		
	6.35			8.15	6.00	YX	6.4	6.4	6.4	6.4	6.4	6.4	6.4		
	s 6.50			8.28	6.13	W 320	10.4	10.4	10.4	10.4	10.4	10.4	10.4		
		f 6.57					324	12.8							
		f 7.10		8.48	6.34		328	17.5							
		f 7.17					331	19.8							
							333	22.4							
L 8.45A	As 7.45A			9.10	6.58	YX 336	25.1	25.1	25.1	25.1	25.1	25.1	25.1		
s 9.20				9.32	7.17		342	31.6							
f 9.35				9.50	7.29	W 346	35.5	35.5	35.5	35.5	35.5	35.5	35.5		
s 10.10				10.15	8.00		352	41.2							
s 10.30				10.40	8.20		358	47.1							
f 10.45				10.55	8.28	YWC 360	49.9	49.9	49.9	49.9	49.9	49.9	49.9		
s 10.55				11.05	8.40		363	52.6							
Via High Bridge			L 8.15A	Via High Bridge	Via High Bridge	WYX 374	57.7	57.7	57.7	57.7	57.7	57.7	57.7		
			s 8.35			X 379	62.9	62.9	62.9	62.9	62.9	62.9	62.9		
f 11.15				11.40P	9.00		368	57.7							
f 11.30			Via Valley City	12.10A	9.17	WX 375	62.9	62.9	62.9	62.9	62.9	62.9	62.9		
f 11.45A				12.30	9.30	X 379	67.3	67.3	67.3	67.3	67.3	67.3	67.3		
s 12.12P			As 8.55A	12.55	9.50	YX 385	73.4	73.4	73.4	73.4	73.4	73.4	73.4		
s 12.48				1.14	10.05		390	78.7							
f 1.02				1.28	10.35		394	82.8							
s 1.20				1.40	10.47	W 398	86.4	86.4	86.4	86.4	86.4	86.4	86.4		
f 1.38				2.05	11.10		403	92.5							
A 2.00P				2.30A	11.30A	WCO TYX 409	97.2	97.2	97.2	97.2	97.2	97.2	97.2		
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Daily										
5.15	.25	1.45	.40	6.45	6.00										
13.7	12.0	14.3	16.6	14.4	16.2										
Time Over Sub-Division															
Average Speed Per Hour															
							2.30	3.20	.32	.12	.35	2.25	3.10	.15	
							36.8	27.8	20.8	25.0	34.4	38.1	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. 58 June 1, 1930 Succeeding No. 57	Distance from Jamestown via High Bridge.	SECOND CLASS		THIRD CLASS			
4	8	142	138	2	6	122	146			762	768	764	766		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Car	Motor Car			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 1.28A	A s 11.44P			A 4.33P	A 1.14P	A s 12.28P	A 10.45A	DN..... DILWORTH..... DN	97.2			A 3.00P	A 2.20P		
1.19	s 11.35			4.25	s 1.04	s 12.18	s 10.35	G. N. Crossing 4.0 Cross Over Interlocked				2.45	2.05		
s 1.15	11.30			4.22	s 1.00	L 12.15P	L 10.32A	MH..... MOORHEAD..... D	93.2						
1.05	s 10.45		A 5.30P	s 4.17	12.52			1.0 Track Conn. 1.4 Cross Over	92.2			L 2.40P	2.00		
1.02	10.40			5.27	4.14	12.49		MILW. CROSSING..... P	90.8				1.57		
12.55	f 10.31			s 5.20	4.08	s 12.42		Automatic Interlocking 4.0 Track Conn. 4.0 Cross Over							
								HG..... WEST FARGO..... D	86.8				s 1.40		
								2.4 Cross Over							
				f 5.16				FIFE..... P	84.4				f 1.30		
12.45	s 10.18			s 5.08	3.58	s 12.29		4.7 Cross Over					s 1.10		
				f 5.04				MA..... MAPLETON..... D	79.7						
								2.3 Cross Over							
								NORPAK.....	77.4				f 1.00		
								2.6 Cross Over							
								DALRYMPLE.....	74.8						
								2.7 Cross Over							
12.35	s 10.05		L 4.55P	3.47	s 12.16			CA..... CASSELTON..... DN	72.1	A 11.45A			L 12.35P		
								G. N. Crossing 6.5 Track Conn. Interlocked							
12.25	s 9.52			3.38	s 12.04P			WD..... WHEATLAND..... D	65.6			s 11.25			
12.19	9.45			3.33	f 11.57A			3.9 Cross Over				f 11.05			
12.11	s 9.34			3.25	s 11.48			MAGNOLIA..... P	61.7			s 10.45			
12.02A	s 9.22			3.17	s 11.39			5.7 Cross Over				s 10.30			
11.58P	9.16			3.13	f 11.34			BF..... BUFFALO..... DN	56.0			f 10.10			
11.54	s 9.11			3.10	s 11.30			5.9							
								CT..... TOWER CITY..... D	50.1						
								2.8 Lap Siding							
								KOLDOK..... P	47.3						
								2.7							
								KA..... ORISKA..... D	44.6			s 9.50			
								5.1							
11.45	9.01			3.03	f 11.22			AN..... PEAK..... DN	39.5						
s 11.33	s 8.49	A 5.50P		s 2.51	s 11.09			5.2			Via High Bridge	A 1.30P			
11.22	8.29	f 5.39		2.42	f 11.00			VY..... VALLEY CITY..... DN	34.9			s 1.10			
					141			5.0							
								BA..... BEREA..... DN	29.9						
								AN..... PEAK..... DN	39.5			f 9.35			
								5.2							
								HIGH BRIDGE..... P	34.3			f 9.17	Via Valley City		
								4.4			f 8.35				
								BA..... BEREA..... DN	29.9						
								6.1				L 12.45P			
								SA..... SANBORN..... DN	23.8			s 8.08			
								5.3 Lap Siding							
								XN..... ECKELSON..... DN	18.5			s 7.41			
								4.1				f 7.05			
								URBANA..... P	14.4						
								3.6							
								SW..... SPIRITWOOD..... D	10.8			s 6.45			
								6.1 Lap Siding							
								BM..... BLOOM..... DN	4.7			f 6.15			
								4.7							
								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.		
2.30	3.10	.28	.35	2.17	2.52	.13	.13	Time Over Sub-Division				5.45	.45		
36.8	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

WESTWARD

FIFTH SUB-DIVISION (RED RIVER BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		Water, Fuel, Staples, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Manitoba Junction.	Time Table No. 58 June 1, 1930. Succeeding No. 57			Distance from East Grand Forks.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
129	633	13					STATIONS	14	130			748	Passenger	Mixed	Way Freight		
Mixed	Freight	Passenger		Telegraph Offices and Calls	Daily	Tue., Thu. and Sat.	Ex. Sun.										
Tue., Thu. and Sat.	Daily	Daily			Daily												
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 2.17						
6.24		s 3.50	NA20	19.0	SY SYRE D	74.7	81	s 2.36			s 1.50						
6.47		s 4.01	X NA26	24.6	AY TWIN VALLEY D	69.1	103	s 2.25			s 1.25						
		4.06	NA29	27.6	HEIBERG	66.1	S 3	2.19									
7.19		s 4.15	NA34	32.4	G GARY D	61.3	89	s 2.10			s 12.58						
7.43		f 4.26	NA40	38.4	FLAMING	55.3	72	f 1.59			f 12.35						
8.06		s 4.37	WCO NA46	44.0	FE FERTILE DN	49.7	112	s 1.48			s 12.15P						
8.39		f 4.52	YX NA53	52.0	MELVIN	41.7	82	f 1.33			f 11.40A						
		f 5.01	NA58	56.8	KANKEL	36.9	S 5	f 1.24									
9.11		f 5.06	NA61	59.8	HAROLD	33.9	60	f 1.19			f 11.15						
				64.3	G. N. CROSSING	29.4											
					Automatic Interlocking CX CROOKSTON D	26.6	43	s 1.05			s 10.50						
9.41		s 5.19	WX NA69	67.1	ANGLIM	25.2	45	1.01			f 10.35						
9.47		5.22	NA70	68.5	G. N. CROSSING	23.3											
				70.4	Automatic Interlocking HIXON	19.9	30	f 12.51			f 10.15						
10.09		f 5.32	NA75	73.8	FREEMAN	15.9	29	f 12.44			f 10.00						
10.25		f 5.39	NA79	77.8	DAVIDSON	10.4	74	f 12.34			s 9.40						
10.49		f 5.50	NA85	83.3	CARTHAGE JCT.	5.0		f 12.24			f 9.20						
L 7.30P		f 6.00	NA90	88.7	E. GRAND FORKS DN	0.0	Yard	L 12.15P			L 8.15A						
A 7.45PA	11.35P	As 6.10P	WCO NA95	93.7							L 9.00A						
			TX														
Tue., Thu. and Sat.	Daily	Daily			Time Over Sub-Division			3.00			.15						
.15	6.20	2.55			Average Speed Per Hour			31.2			20.0						
20.0	14.8	32.1									15.1						

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

SECOND CLASS		FIRST CLASS		Water, Fuel, Staples, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from East Grand Forks.	Time Table No. 58 June 1, 1930. Succeeding No. 57			Distance from Pembina.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
633	13	14					STATIONS	14	752			Passenger	Way Freight		
Freight	Passenger	Passenger		Telegraph Offices and Calls	Daily	Daily	Daily								
Daily	Daily	Daily			Daily										
L 1.25A	L 6.15P	WCO NA95	0.0	GX E. GRAND FORKS DN	94.4	Yard	As 12.10P				As 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	91.2										
1.49	f 6.31	NA 101	5.8	BOLACK	88.6	18	f 11.52A				f 12.22				
			11.0	KELLY	83.4	80	f 11.42				f 12.02A				
2.10	f 6.41	NA 106	17.2	MECKINOCK D	77.2	84	s 11.30				s 11.37P				
2.37	s 6.53	W NA 112	22.7	BM HONEYFORD D	71.7	35	s 11.19				s 11.15				
3.00	s 7.04	NA 118	26.2	GB GILBY D	68.2	81	s 11.12				s 11.01				
3.15	s 7.11	NA 121	30.5	JH JOHNSTOWN D	63.9	34	f 11.03				s 10.44				
3.33	f 7.19	NA 126	35.2	FV FOREST RIVER D	59.2	98	s 10.54				s 10.26				
			35.5	SOO LINE CROSSING	58.9										
4.16	s 7.39	NA 136	41.1	Interlocked VO VOSS D	53.3	89	s 10.42				s 10.02				
4.34	f 7.48	NA 141	45.7	KELLOGG	48.7	20	f 10.33				f 9.44				
			48.7	G. N. CROSSING	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				
			74.1	BQ BOWESMONT D	20.3	32	s 9.38				s 7.30				
6.35	s 8.42	NA 169	79.1	FLEECE	15.3	21	f 9.29								
	f 8.52	NA 174	83.7	JOLIETTE	10.7	84	s 9.21				s 6.55				
7.15	s 9.00	NA 179	87.4	McARTHUR	7.0	38	f 9.14				f 6.40				
7.31	f 9.07	NA 183	94.4	PB PEMBINA D	0.0	Yard	L 9.00A				L 6.15P				
A 8.00A	As 9.22P	WCO NA 190													
		TX													

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

A 11.30P		WINNIPEG		L 7.00A	
Daily	Daily			Daily	Daily
6.35	3.07	Time Over Sub-Division		3.10	6.30
14.3	30.3	Average Speed Per Hour		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.

RD SS 10 N. ght 554 un. 20P 06 55 45P un. 35 3

WESTWARD

EIGHTH SUB-DIVISION
(FARGO & SOUTHWESTERN BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS			Way Freight	Way Freight	Way Freight	Motor Car	Passenger	Passenger	Water, Fuel, Truck Greases, Lamp Oil, and Yard Lubricants	Station Numbers	Distance from Fargo	Time Table No. 58 June 1, 1930 Succeeding No. 57		Distance from Streeter	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS		
787	769	763	145	155	139										STATIONS	STATIONS			146	154	140	764	788	770
Tue., Thu. and Sat.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Daily	Ex. Sun.	Ex. Sun.	Tue., Thu. and Sat.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Daily	Ex. Sun.	Ex. Sun.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Mo., Wed. and Fri.										
		L 6.45A	L 6.00P		L 8.40A	WO YX	316	0.0	FO.....FARGO.....DN	147.5	Yard	As 10.30A												
		f 6.55	f 6.09		f 8.49		DA4	1.5	1.5 Cross Over C. M. ST. P. & P. RY. CROSSING	146.0														
		f 7.05	f 6.14		f 8.54		DA6	2.7	2.7	143.3	26	f 10.20	f 7.13	f 2.15										
		s 7.20	s 6.23		s 9.03		DA11	2.2	2.2	141.1	24	f 10.16	f 7.08	f 2.08										
		s 7.40	s 6.34		s 9.15		DA16	4.3	4.3	136.8	97	s 10.07	s 6.58	s 1.56										
		s 7.55	s 6.40 140		s 9.22		DA19	5.7	5.7	131.1	35	s 9.55	s 6.46	s 1.31										
		f 8.20	s 6.53		s 9.35		DA25	3.1	3.1	128.0	50	s 9.48	s 6.40 145	s 1.12										
		s 8.37	s 7.01		s 9.44	W	DA29	6.0	6.0 Track Conn. G. N. Crossing Interlocked	122.0	26	s 9.35 146	s 6.25	f 12.50										
		f 9.09 146	f 7.15		f 9.59		DA34	3.7	3.7	118.3	97	s 9.25	s 6.16	s 12.35										
		s 9.30	s 7.28		s 10.14		DA42	6.3	6.3	112.0	28	f 9.09 763	f 6.01	f 12.05P										
		s 10.02	s 7.48		s 10.36		DA50	6.2	6.2	105.8	97	s 8.53	s 5.46	s 11.40A										
		s 10.36 139	s 8.01		s 10.50 764-763	WCT X	DA56	2.5	2.5	103.3														
		s 11.17	s 8.18		s 11.11		DA63	6.5	6.5 Track Conn. SOO LINE CROSSING	96.8	86	s 8.32	s 5.24	s 11.12										
		s 11.34A	s 8.29		s 11.24	W	DA69	5.7	5.7	91.1	70	s 8.17	s 5.10	s 10.50 139										
		s 12.05P	s 8.47		s 11.44A		DA77	7.6	7.6	83.5	40	s 7.57	s 4.50	s 10.05										
L 9.05A 764		s 12.30	s 9.01	L 4.00P 140	s 12.01P 154	YX	DA83	4.8	4.8	78.7	39	s 7.45	s 4.37	s 9.50										
As 9.20A	L 8.30A	A 12.52P 788	s 9.13	As 4.15P	s 12.13 12.35	WCY X	DA88	7.9	7.9	70.8	36	s 7.27	s 4.17	s 9.25										
	s 9.15	s 9.36	s 9.36	s 12.57 770	s 12.57 770	DB10	98.2	6.2	6.2	64.6	49	s 7.12	s 4.00 155	s 9.05 787										
								5.3	5.3	59.3	131	s 6.59	s 3.45	L 8.30A										
								10.0	10.0	49.3	38	s 6.38	s 3.21	L 12.52P 763										
								6.1	6.1					s 12.57 139										
	s 9.50		s 9.49		s 1.11		DB16	3.7	3.7	43.2	36	s 6.24	s 3.07	s 12.20										
	10.10		9.56		1.20	YX		1.1	1.1	39.5		6.15	2.58	12.01P										
								0.5	0.5	40.6														
	s 10.20		A 10.05P		s 1.30	WX	DB21	0.5	0.5	41.1	136	L 6.10A	s 2.53	s 11.30A										
								1.1	1.1	40.6														
								1.0	1.0															
	11.05				1.35	YX		5.4	5.4	39.5			2.45	11.20										
								7.8	7.8	38.5														
	s 11.30A				s 1.51		DB26	7.8	7.8	33.1	26		s 2.30	s 11.00										
	s 12.10P				s 2.11 140		DB34	5.4	5.4	25.3	33		s 2.11 139	s 10.25										
	s 12.50				s 2.30	W	DB41	7.2	7.2	18.1	23		s 1.50	s 9.50										
	s 1.31 140				s 2.49		DB48	7.0	7.0	11.1	46		s 1.31 769	s 9.15										
A 2.15P					A 3.15P	CYW X	DB59	11.1	11.1	0.0	38		L 1.05P	L 8.30A										
Tue., Thu. and Sat.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Daily	Ex. Sun.	Ex. Sun.								Daily	Ex. Sun.	Ex. Sun.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Mo., Wed. and Fri.						
.15	5.45	5.53	4.05	.15	6.13								4.20	.12	6.20	6.10	.16	5.15						
21.2	10.9	14.9	26.8	21.2	23.7								25.2	26.5	23.7	14.3	19.8	12.0						
										Time Over Sub-Division														
										Average Speed Per Hour														

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 (CASSELTON BRANCH)						EASTWARD						WESTWARD						TENTH SUB-DIVISION (COOPERSTOWN BRANCH)						EASTWARD					
THIRD CLASS		FIRST CLASS		Station Numbers.	Distance from Casseleton.	Time Table No. 58 June 1, 1930 Succeeding No. 57			Station Numbers.	Distance from Marion.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS		THIRD CLASS		FIRST CLASS		Station Numbers.	Distance from Seaborn.	Car Capacity of Sidings.	Time Table No. 58 June 1, 1930 Succeeding No. 57			FIRST CLASS		THIRD CLASS							
765		137				STATIONS						138		766		767		141					STATIONS			142		768							
Way Freight		Motor Car		Water, Fuel, Track Switch, Turn Tables, Ways and Yards Limits.		Telegraph Offices and Calls	Motor Car	Way Freight	Way Freight	Passenger	Water, Fuel, Track Switch, Turn Tables, Ways and Yards Limits.		Telegraph Offices and Calls	Passenger	Way Freight	Way Freight	Mo., Wed. and Fri.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.					
L 8.30A		L 11.11A	CYX	336	0.0	CA CASSELTON DN	60.2	170	A 4.54P	As 12.20P																									
f		f 11.15	DG 1	1.8	1.8	Cross Over	58.4	S14	f 4.50	f																									
f		f 11.20	DG 4	4.2	2.4	PERSIS	56.0	S8	f 4.44	f																									
f		f 11.24	DG 6	6.2	2.0	MYRA	54.0	15	f 4.40	f																									
s 9.20		s 11.37	DG12	12.7	6.5	EMBDEN D	47.5	40	s 4.25	s 11.37A																									
f 9.40		f 11.48	DG17	16.8	2.2	FABIAN	43.4	16	f 4.13	f 11.10																									
s 9.50		s 11.54A	DG19	19.0	5.7	AL ALICE D	41.2	37	s 4.08	s 10.55																									
f 10.15		f 12.09P	DG24	24.7	3.0	ELIZABETH	35.5	14	f 3.52	f 10.30																									
s 10.30		s 12.17	DG27	27.7	4.8	LC LUCCA D	32.5	32	s 3.44	f 10.17																									
s 10.55		s 12.30	DG32	32.5	4.2	N NOME D	27.7	38	s 3.31	s 9.54																									
s 11.15		s 12.41	DG36	36.7	4.4	EASTEDGE	23.5	17	s 3.19	s 9.40																									
s 11.40A		s 12.53	DG41	41.1	6.6	KR KATHRYN D	19.1	34	s 3.07	s 9.26																									
s 12.15P		s 1.11	DG47	47.7	5.2	HS HASTINGS D	12.5	20	s 2.49	s 8.55																									
s 12.40		s 1.25	DG52	52.9	7.3	VI LITCHVILLE D	7.3	50	s 2.35	s 8.30																									
A 1.25P		A 1.45P	DG60	60.2	0.0	MR MARION D	0.0	71	L 2.15P	L 8.00A																									
Mo., Wed. and Fri.		Ex. Sun.							Ex. Sun.	Tue., Thu. and Sat.																									
4.55		2.34				Time Over Sub-Division			2.39	4.20																									
12.2		23.4				Average Speed Per Hour			22.7	13.9																									

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 137 IS SUPERIOR TO NO. 138 CASSELTON 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)

- Pusher Districts** between Glyndon and Witherow.
- At Milwaukee Crossing** if the Home Signal does not indicate proceed, the hand release may be operated according to instructions inside release box at the Crossing.
- Bridge and Engine Restrictions**—
At Wadena, Class W and heavier engines hold on to four cars when switching on Great Northern transfer track.
Class W-3 and heavier engines not permitted on west end of elevator track.
Engines Class Z-5 over bridges 230, 243, 244, 245, 246 and 248, ten (10) miles per hour.
Engines Class Z-5 not permitted over bridges 155, 170-1, 187, 249 and 250 on westward track.
- Speed Restrictions**—Ten (10) miles per hour through Verndale, Wadena and Detroit Lakes.
Freight trains thirty-five (35) miles per hour between Lake Park and Glyndon.
- Special Stops, Connections, etc.**—
No. 3 will stop at Perham to discharge sleeping car passengers from points between Staples and Duluth.

- No. 3 will stop where necessary to let off passengers from east of St. Paul, when Chicago connection does not connect with No. 7.
- No. 5 will stop at Perham Sundays on flag to pick up passengers for Moorhead, and points west where scheduled to stop.
- No. 7 will make No. 121's stops on flag Sundays.
- No. 13 will stop on flag at stations between Staples and Manitoba Junction for passengers for Fourth and Fifth sub-divisions.
- Nos. 121 and 122 will stop at Sand Beach, Watts, Smith's Club House and Pokegama Beach on flag.
- No. 4 will stop at Wadena to discharge passengers from Billings and west.
- No. 6 will stop at Lake Park to let off passengers from west of Fargo for the Red River Branch.
- No. 122 will take passengers through to Lake Park destined to Fourth and Fifth sub-divisions.
- No. 14 will stop at stations between Manitoba Junction and Staples to discharge passengers from Fourth and Fifth sub-divisions.
- No. 13 will discharge passengers for points west of Manitoba Jct. at Lake Park to be picked up by No. 5.

- No. 14 will take passengers for west of Manitoba Jct. to Lake Park to connect with No. 5.
- Register Stations**—
Staples.
Dilworth.
Lake Park for trains originating or terminating.
Wadena for trains to and from Third sub-division.
- Register Exceptions**—
At Dilworth, through passenger trains will register by card form 608.
- Clearance Exceptions**—
Clearances issued to eastward first class trains and eastward passenger extras at Fargo relieve these trains from securing clearance at Dilworth if train order signal is in "clear" position.
- Bulletin Stations**—
Staples. Passenger depot, round house and yard office.
Lake Park. Passenger depot.
Dilworth. Central office and round house.
- Standard Time Clocks**—
Staples. Telegraph office and yard office.
Lake Park.
Dilworth. Telegraph office.

SPECIAL INSTRUCTIONS

11. **Watch Inspectors—**
 J. L. Cross, Staples.
 C. G. Sherdahl, Fargo.
12. **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.

13. **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. **At Jamestown.** Switch tenders are on duty at Pittsburg Ave. 7:30 A. M. to 11:30 P. M. and at Sixth Ave. from 8:00 A. M. to 11:59 P. M. Westward first class trains and passenger extras will use first track south of passenger depot. Eastward first class trains and passenger extras will use second track south of passenger depot. Westward second class and inferior trains will use third track south of passenger depot. Eastward second class and inferior trains will use fourth track south of passenger depot. Westward passenger trains must stop at Pittsburg Ave. unless switches are right and track clear. Westward second class and inferior trains must stop east of Pittsburg Ave. with engine within 500 feet of switch tenders shanty. The normal position of the crossover switches at Pittsburg Ave. is for the freight train routes. Normal position of switch at end of double track just west of Fifth Ave. and all switches west of that point to the freight yard is for eastward freight trains. Eastward trains will call for route at Pittsburg Ave. as follows:
 For eastward main track—four short blasts of whistle.
 For westward main track—two long blasts of whistle.
2. **At Sanborn No. 141** arriving and No. 142 departing will enter and leave the main track at the east lead switch.
3. **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, engines or trains must not pass on the curve on No. 1 track account of short clearance.
4. **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.
5. **Pusher Districts—**Between Koldok and Berea, via Valley City. Between Jamestown and Bloom.
6. **Yard Limits—**The tracks between yard limit signs west of Milwaukee Crossing and east of Bridge O east of Dilworth, will be operated as one yard.
7. **Double Track—**
 The normal position of switch at Buffalo is for eastward track and at Bloom for westward track, operators will handle these switches.

8. **Handling Switches—**
 At Oriska, Sanborn, Eckelson and Spiritwood operators while on duty are authorized to handle switches for trains heading in or pulling out of sidings at their respective stations. At Peak, Berea, and Bloom the operators will in addition to handling the junction switches handle switches that are adjacent to their offices.
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, ten (10) miles per hour over bridges 7, 11, 16, 20, 38, 52 and 65 on eastward and westward tracks.
10. **Speed Restrictions—**
 At Jamestown first class trains restricted speed between James River Bridge and Pittsburg Ave. 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 and Buffalo, fifteen (15) 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 (2) 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 depot.
 Valley City—Passenger depot.
 Jamestown—Passenger depot, yard office and round house.
17. **Standard Time Clocks—**
 Dilworth—Telegraph office.
 Fargo—Telegraph office.
 Jamestown—Telegraph office at passenger depot 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 have placed crossing frogs over Rosengren spur and all engines and trains must stop not less than twenty-five (25) feet from the nearest rail making sure that way is clear before obstructing 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 8-93 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 |
| Hoot Lake Spur..... | 49.7 | 15 |
| Packing House Spur..... | 52.5 | 3 |
| Ames Pit..... | 59.5 | 14 |

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 yard limit board and the depot 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 Jet.	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.
All N. P. extras running between Carthage Jct. and Fertile will report at Red Lake Falls for orders between 8:00 a. m. and 5:00 p. m.
- 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.

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 on duty 7:00 a. m. to 11:00 p. m. daily except Sunday. Route will be lined for Great Northern trains, when no towerman on duty.

SEVENTH SUBDIVISION.

(FAIRVIEW BRANCH)

- Speed Restrictions—**Schedule time between stations and 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 6:45 a. m. to 3:45 p. m. and meet Nos. 140 and 145.
On Sundays meet Nos. 145 and 146.
When agent not on duty route will be lined for Great Northern, when needed for Northern Pacific trains, agent will be called.
- At LaMoure—**All trains will move at restricted speed between the east wye switch and the depot.
- At Edgeley Junction,** normal position of switch is for Edgeley Spur.
- Doubling Tracks:** 2½ 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 Classes 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 Classes 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.

8. Clearance Exceptions—

At Independence, trains No. 155 and No. 787 will not require clearance to comply with Rule 83-B.

At La Moure, No. 154 and No. 788 will not require clearance to comply with Rule 83-B when no operator on duty if train order signal indicates clear. 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.

9. Bulletin Stations—

Fargo—Passenger depot.
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 depot.
- 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.

FOURTH SUBDIVISION.

(RED RIVER BRANCH.)

- 1. **Extra Trains** between Carthage Junction and Fertile will run via 4th Subdivision unless otherwise instructed by train order.
- 2. **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.
- 3. **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 yard limit board and the depot at Fertile.
- 4. **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.
- 5. **Register Stations**—Carthage Junction for No. 13 Tuesday, Thursday and Saturday. Fertile. East Grand Forks.
- 6. **Bulletin Station**—East Grand Forks. Telegraph office.
- 7. **Standard Time Clock**—East Grand Forks. Telegraph office.
- 8. **Watch Inspector**—E. A. Arhart, Grand. Forks.
- 9. **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.)

- 1. **Bridge and Engine Restrictions**—Engines class A, Z-4 and Z-5 not permitted.
- 2. **Special Stops, Connections, etc.**—No. 752 will carry adult male passengers.
- 3. **Register Stations**—East Grand Forks. Pembina.
- 4. **Bulletin Station**—East Grand Forks. Telegraph office.
- 5. **Standard Time Clock**—East Grand Forks. Telegraph office.
- 6. **Watch Inspectors**—E. A. Arhart, Grand Forks. M. H. Miller, Pembina.
- 7. **Derail Switches**—Grand Forks..... Old Coach Track.

SIXTH SUBDIVISION.

(RED LAKE FALLS AND SHERACK BRANCHES.)

- 1. **Extra Trains** between Carthage Junction and Fertile will run via 4th Subdivision unless otherwise instructed by train order. All N. P. extras running between Carthage Jct. and Fertile will report at Red Lake Falls for orders between 8:00 a. m. and 5:00 p. m.
- 2. **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** G. N. Junction Tilden Junction Carthage Fertile.
- 4. **Register** At G. N. Junction register, At Tilden furnished
- 5. **Bulletin**
- 6. **Derail S** Delo Doro Hill
- 7. **Commer** Smis Kohl Wall
- 8. **Special** Nos. 129
- 9. **At Tilde** Towerma lined for
- 1. **Speed R** hour betv
- 2. **Special** Nos. 755
- 3. **Clearan** Jct. or G
- 1. **At Daver** m. and m On Sundi When ag for North
- 2. **At LaMc** switch an
- 3. **At Edgel**
- 4. **Doublin**
- 5. **Speed R** Moure, t (25) mile (40) mile between S-10 and
- 6. **Special S** Trains N
- 7. **Register** Fargo— Independ La Mour Edgeley Streeter
- 8. **Clearan** At Independence, trains No. 155 and No. 787 will not require clearance with Rule 83-B. At La Moure, No. 154 and No. 788 will not require clearance to comply with Rule 83-B when no operator on duty if train order signal indicates clear. 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.
- 9. **Bulletin Stations**— Fargo—Passenger depot. La Moure.



N. P. 571 2-28

NORTHERN PACIFIC RAILWAY COMPANY

122

BULLETIN NO. FARGO

June 14th, 1930

DIVISION 19

FIRST SUB-DIVISION

Effective at once, Lake Park and Verndale will be regular stop for Train No. 8 instead of flag stops.

End. End. id. id. i Ends. st End. nd. nd. st End. End. ast End.

(25) miles per hour trains, except engines class S-10, nos. twenty-five (35) miles per

E. J. Hackenberg, Superintendent

id. ad.

Posted at M, June 1930

Cy BB Fo Dh Rh So Sj Rh Ap EJM-2 EHS-2 CVB JHW PHM-15 File

th ends. miles per hour on ns. Engines class S-10, thirty-five

Station— Valley City.

6. Watch Inspector— A. H. Gruenstein, McHenry.

7. 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.
 Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
 Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W2 and W4, forty (40) miles per hour. W3 and W5, thirty-five (35) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
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. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employes, fully competent and equipped to do so.
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. Trains handling logs must stop when being met or passed by passenger trains.
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.
 Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
 Flying switches over or through spring switches are prohibited.
 When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
 Sand must not be used over points of spring switches.
16. Deraill switches will be set in deraill 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

FARGO DIVISION.		HEIGHT ABOVE TOP OF RAIL																Max. Height	Max. Width					
		1'-0" Wide	2'-0" Wide	3'-0" Wide	4'-0" Wide	5'-0" Wide	6'-0" Wide	7'-0" Wide	7'-6" Wide	8'-0" Wide	8'-6" Wide	9'-0" Wide	9'-6" Wide	10'-0" Wide	10'-2" Wide	10'-6" Wide	11'-0" Wide			11'-6" Wide				
1st Subdivision	M. L., Staples to Dilworth	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
2nd Subdivision	M. L., Dilworth to Jamestown	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
3rd Subdivision	Wadena Jct. to Oakes	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
4th Subdivision	Manitoba Jct. to E. Grand Forks	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
5th Subdivision	E. Grand Forks to Winnipeg	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
6th Subdivision	Fertile to Carthage Jct.	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	18'-9"	11'-6"
6th Subdivision	Key West to Sherack	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
7th Subdivision	Fairview Jct. to Berndt	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
8th Subdivision	Fargo to Streeter	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
9th Subdivision	Casselton to Marion	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
10th Subdivision	Sanborn to McHenry	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"

AUTHORIZED SURGEONS.

LOCATION OF STRETCHERS (S)

Name	TELEPHONE		Name	TELEPHONE		Name	TELEPHONE	
	Office	Res.		Office	Res.		Office	Res.
DR. A. W. IDE, Chief Surgeon, St. Paul.			DR. H. J. MEUNIER, Oakes (S).	22	43	DR. T. C. PATTERSON, Lisbon, N. D.	30	57
DR. M. A. SHILLINGTON,			DR. P. J. GRIFFIN, Fertile (S).	15	118	Lisbon Station (S).		
DR. H. G. COLLIE,	Assistant Surgeons,		DR. N. M. WATSON, Red Lake Falls.	2	2	DR. F. F. LANG, Montpelier, N. D.	87-2	87-3
DR. B. I. DERAUF,	N. P. B. A. Hospital,		DR. F. M. KILGARD, Twin Valley.			DR. G. B. RIBBLE, La Moure, N. D.	31	98
DR. W. J. LUND,	St. Paul		DR. A. A. KAHALA, Crookston.	277	277	DR. L. B. GREENE, Edgeley, N. D.	none	73
			DR. HENRY EDSTROM, Crookston (S).	11	526	DR. J. E. SCANLAN, Edgeley, N. D.		
DR. F. H. ALLEN, Staples (S).	56	164	DR. R. D. CAMPBELL, Grand Forks.	41	26	Edgeley Station (S).		
DR. J. M. COOK, Staples.	22	93-W	DR. G. M. WILLIAMSON, Grand Forks.	41	907	DR. M. W. MIRACLE, Gackle, N. D.	46-2	46-3
Staples, Tool Car (S).			DR. J. P. MILLER, Oculist, Grand Forks.	160	1466	DR. G. P. STOKES, Streeter, N. D.	31	
DR. C. A. CORSE, Verndale.	11	11	DR. R. M. McLEAN, Gilby.	4	4	DR. S. ARTHUR NESSE, Nome, N. D.	32-2	32-3
DR. PAUL KENYON, Wadena (S).	137	133	DR. A. B. FIELD, Forest River.	16	16	DR. G. D. TODD, Litchville, N. D.	24	26
DR. J. J. McKINNON, Wadena.	44	110	DR. J. E. COUNTRYMAN, Grafton.	31-W	200	DR. P. J. MERRITT, Marion, N. D.		
DR. W. A. MILLER, N. Y. Mills.	75	30-1	DR. J. C. SUTER, Grafton.	31-W	31-J	DR. H. W. MILLER, Casselton, N. D.	16-W-2	16-W-3
DR. JOHN ESSER, Perham (S).	89	105	DR. H. M. WALDREN, Drayton.	M-9	L-9	Casselton Baggage Room (S).		
DR. H. C. OTTO, Frazee (S).	16	36	DR. C. B. HARRIS, Pembina (S).	33	68	DR. Wm. CAMPBELL, Buffalo, N. D.		
DR. J. E. CARMAN, Detroit Lakes (S).	108	112	DR. J. F. McKAY, Bowesmont.	J-18	L-18	DR. H. J. LEIGH, Tower City, N. D.	21	21
DR. R. A. SCOTT, Detroit Lakes.	39	229	DR. ROLFE TANTER, Oculist, Fargo, N. D.	400	625	DR. E. B. CROSBY, Oriska, N. D.	25-W	25-W
DR. R. M. GUNDERSON, Lake Park (S).	47-2	56	DR. RICHARD BOWER, Oculist, Fargo.			DR. E. A. PRAY, Valley City, N. D.	177	275
DR. C. W. SIMISON, Hawley (S).	20-W	20-J	DR. C. E. SPICER, Oculist, Valley City, N. D.	6	422	DR. S. A. ZIMMERMAN, Valley City, N. D. (Alternate).	6	366
DR. W. H. ABORN, Hawley.	116	116	DR. A. T. BAILEY, Oculist, Jamestown, N. D.	35	354	Valley City Baggage Room (S).		
DR. L. J. BOWMAN, Glyndon (S).	69	none	DR. F. C. SOPER, Dilworth, Minn.	17	17	Sanborn Station (S).		
DR. A. J. LEWIS, Henning.	28	28	Dilworth Car Shops (S).			DR. P. M. KELLOGG, Rogers, N. D.	231-C	146
DR. O. N. NELSON, Battle Lake.	63-W	63-J	Dilworth Tool Car (S).			DR. L. ALMKLOV, Cooperstown, N. D.	32	51
DR. W. NELSON, Underwood.	4 call 362	16 call 1616	Dilworth Round House (S).			DR. E. A. LeBIEN, McHenry, N. D.		
DR. A. C. BAKER, Fergus Falls.	283	379				DR. A. J. LANG, Sanborn, N. D.		
DR. E. W. RIMER, Breckenridge.	31	146	DR. G. L. GOSSLEE, Moorhead, Minn.	365-W	365-R	DR. W. A. LANG, Jamestown, N. D.	35	409
DR. WILSON LANCASTER, Wahpeton (S).	3J	3M	DR. E. M. WATSON, Fargo, N. D.	400	3670	DR. P. G. ARZT, Jamestown, N. D.	25	879
DR. CARL T. OLSON, Wyndmere.	22-W	22-R	DR. G. A. CARPENTER, Fargo, N. D. Alternate.	400	198	Jamestown Tool Car (S).		
DR. H. W. EMANUEL, Milnor.	11902	11903	Fargo Baggage Room (S).			Jamestown Store Room (S).		
			DR. AARON STOLINSKY, Sheldon, N. D.	1	1			

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.

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.

TONNAGE RATING—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE			
			W-3 and W-5	W-1 and W-2	T	S-10
			Tons	Tons	Tons	Tons
SECOND—	Dilworth to Casselton	0.1	Car Limit	Car Limit	3200	
Westward	Casselton to Jamestown	1.0	3600	2900	2120	
SECOND—	Jamestown to Buffalo	0.8	5000	3950	2700	
Eastward	Buffalo to Dilworth	0.1	Car Limit	Car Limit	Car Limit	
EIGHTH—	Fargo to Woods	0.3		3000	2500	2000
	Woods to Leonard	1.0		1500	1150	800
	Leonard to Lisbon	0.3		3000	2500	2000
Westward	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
EIGHTH—	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
	Myra to Embden	0.65			2000	1300
Westward	Embden 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:	ENGINES		
	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, Glyndon 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

Miles Per Hour	Time Per Mile	
	Mins.	Secs.
60	1	00
59	1	01
58	1	02
57.1	1	03
56.2	1	04
55.3	1	05
54.5	1	06
53.7	1	07
52.9	1	08
52.1	1	09
51.4	1	10
50	1	12
48	1	15
45	1	20
42.3	1	25
40	1	30
36	1	40
34.3	1	45
32.7	1	50
30	2	00
27.6	2	10
26.6	2	15
25.7	2	20
24	2	30
22.5	2	40
21.8	2	45
20	2	50
19	3	00
18	3	09
17	3	20
16	3	31
15	3	45
12	4	00
10	5	00
8	6	30
6	7	00
	10	00

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.

C. V. BERGLUND,
Trainmaster.

R. G. KNIGHT,
Trainmaster.

B. H. HAMMER,
Trainmaster.

E. H. SHOWALTER,
Chief Dispatcher.

ear siding will be
time.
ts through switch
ck for which the
t back up or take
a steady pressure
the notch on the
rich spring switch
an account trains
not be made over

ndicate:

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"

TELEPHONE

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

ould the service
tion after such
urred elsewhere
occurring in the

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION
CIRCULAR NO, 100.

Fargo, August 4th, 1930

ALL CONCERNED -

Effective August 5th, 1930, daily local service will be inaugurated between Dilworth and LaMoure.

Additional engine and train crews will be assigned to this run with Sunday lay-over at LaMoure, making trip from LaMoure to Dilworth on Mondays, Wednesdays and Fridays and from Dilworth to La Moure on Tuesdays, Thursdays and Saturdays.

E.J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Ca Vy Or
BHJ EJH-2 EHS-2 LJG WJR EAM
EWF FBH PHM-15 - Agts - 11 File



N. P. 571
2-28

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN No. 127

FARGO

DIVISION

June 24th, 1930

19

FIFTH SUB-DIVISION

Effective at once, Trains 13 and 14 will stop at McArthur daily.

E.J. Hackenberg,
Superintendent.

Posted at M, June 1930.

Cy BB Fo Dh Rh So Sj Rh
AP Gx RGK CVB JHW
EJH-2 EHS-2 PHM-15 File

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION
CIRCULAR NO. 102

Fargo, August 11th, 1930

ALL CONCERNED -

Effective Sunday, August 17th, 1930, the local crew running between Dilworth and LaMoure and now laying over at LaMoure on Sundays, will make the trip from LaMoure to Dilworth on Sunday, laying over at Dilworth on Monday of each week.

E.J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Ca Vy Or
EJH-2 EHS-2 PHM-15 EEN-3 OMB BHH
LJG WJR JLD RTT JJM EAM EWF FBH
File Agts.-11.

FARGO DIVISION

CIRCULAR NO. 101

Fargo, August 5th, 1930

ALL CONCERNED -

Effective Thursday, August 7th, 1930, the present assignment of Trains 761 and 762 and 765 and 766 will be cancelled and on that date the following local way freight service will be inaugurated -

Two train and engine crews will be assigned to local way freight service between Dilworth and Jamestown, one crew making the trip Westbound on Mondays, Wednesdays and Fridays and Eastbound on Tuesdays, Thursdays and Saturdays. The other crew will make the trip Westbound on Tuesdays, Thursdays and Saturdays and Eastbound on Mondays, Wednesdays and Fridays. The Westbound local will do all the station switching up to and including Buffalo and the Eastbound local will do the station switching from Bloom to Tower City inclusive.

One train and engine crew will be assigned to local way freight service between Casselton and Marion with the home terminal at Casselton and they will make the trip from Casselton to Marion on Mondays, Wednesdays and Fridays and from Marion to Casselton on Tuesdays, Thursdays and Saturdays.

E.J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Ca Vy
EJH-2 EHS-2 PHM-15 EEN-3 OMB BHH LJG WJR
Agts.-15 RTT JJM EAM EWF FBH File

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 109

Fargo, August 21st, 1930

ALL CONCERNED -

Effective August 24th, 1930, the local crew running between Dilworth and LaMoure with Monday lay-over at Dilworth will be changed to make the trip from Dilworth to LaMoure Tuesdays, Thursdays and Saturdays and from LaMoure to Dilworth on Mondays, Wednesdays and Fridays of each week.

E. J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Ca Vy Or
EJH-2 EHS-2 PHM-15 EEN-3 OMB
BHH LJG WJR JLD RTT JJM EAM
EWF FBH File Agts-11.

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 104

Fargo, August 16, 1930.

ALL CONCERNED:

Effective August 18th the present local way freight service between Dilworth and Jamestown is cancelled and the following service will be inaugurated.

One train and engine crew to be assigned to make trip Dilworth to Casselton and return daily except Sunday. This crew will not go West of DeLrample on Mondays, Wednesdays or Fridays without special instructions to do so. One train and engine crew will be assigned between Casselton and Jamestown with Casselton as home terminal making the trip from Casselton to Jamestown Mondays, Wednesdays and Fridays and the trip Jamestown to Casselton, Tuesdays, Thursdays and Saturdays of each week. One train and engine crew will be assigned between Jamestown and Casselton with Casselton as home terminal making the trip from Jamestown to Casselton Mondays, Wednesdays and Fridays and the trip Casselton to Jamestown Tuesdays, Thursdays and Saturdays of each week.

E. J. Hackenberg
Superintendent.

CC BB Fo Dh Rh J Jy Rh Ca Vy
EJH-2 EHS-2 PHM-15 EEN-3 OMB BHH LJG WJR
Agent-15 RTT JJM EAM OSH EWF FBH File

N O R T H E R N P A C I F I C
OFFICE OF DIVISION SUPERINTENDENT

FARGO DIVISION

FARGO, N. DAK.
AUGUST 27, 1930

ALL CONCERNED :

Effective Wednesday, September 3rd, 1930
the agency at Mose, N. D. will be discontinued and caretaker
will be provided at that station.

Please be governed accordingly.

E. J. Hackenberg,
Superintendent.

Cy All Agents,
" Superintendents
Division Officers
Bulletin Boards,
PHM (20)
LPC (10)
ETD (10)
WJS
SAD
EED
CHG
WHS

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 110

Fargo, August 25th, 1930.

ALL CONCERNED -

Effective August 25th, 1930, the
local way freight running Westbound between Casselton
and Jamestown on Tuesdays, Thursdays and Saturdays and
Eastbound between Jamestown and Casselton on Mondays,
Wednesdays and Fridays, is hereby cancelled.

E. J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Ca Vy
EJH-2 EHS-2 PHM-15 EEN-3 OMB
LJG WJR JLD RTT JJM EAM EWF
FBH Agts-15 File

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NORTHERN PACIFIC RAILWAY COMPANY
FARGO DIVISION
CIRCULAR NO. 125

Fargo, October 7th, 1930.

ALL CONCERNED -

Effective October 9th, the present service on Trains 763 and 764 will be discontinued and one crew will be assigned to handle Train 763 Dilworth to La-Moure on Mondays, Wednesdays and Fridays and Train 764 from LaMoure to Dilworth on Tuesdays, Thursdays and Saturdays.

E.J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Or
EJH-2 EHS-2 PHM-15 EEN-3
JJM RPT LFG WJR BHH AWH
EAM EWF Agts.-14 OMB FBH
File Ca Vy

O.P.

A

NORTHERN PACIFIC RAILWAY COMPANY
FARGO DIVISION
CIRCULAR NO. 119

Fargo, September 24th, 1930.

ALL CONCERNED -

Effective September 25th, 1930, the assignment of the turn around run between Dilworth and Casselton, and the assignment of the way freight running between Casselton and Marion will be cancelled.

Effective same date, one train and engine crew will be assigned to run Dilworth to Marion on Monday, Wednesday and Friday of each week and from Marion to Dilworth on Tuesday, Thursday and Saturday of each week.

E.J. Hackenberg,
Superintendent

Cy BB Fo Dh Rh J Jy Rh Ca Vy Or
PHM-15 EEN-3 EJH-2 EHS-2 JLD
EAM EWF BHH - Agts.6 OMB LFG
WJR TW OSH File