

48572-

NORTHERN PACIFIC RAILWAY COMPANY.

FARGO DIVISION

TIME 62 TABLE

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

SUNDAY, JUNE 14, 1931.

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,
Assistant General Manager.

E. J. HACKENBERG,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION
(MAIN LINE)

WESTWARD

THIRD CLASS			SECOND CLASS				Way Freight Freight	Station Numbers	Time Table No. 62 June 14, 1931. Succeeding No. 61	Distance from Staples.	FIRST CLASS				
741	743	745	603	633	605	631					3	1	13	121	111
Way Freight	Way Freight	Way Freight	Freight	Freight	Freight	Freight	Way Freight Freight	Station Numbers	Stations	Passenger	Passenger	Passenger	Motor Car	Motor Car	
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily	Way Freight Freight	Station Numbers	Telegraph Offices and Calls	Daily	Daily	Daily	Daily	Ex. Sun.	
L 6.55AM		L 5.30AM	L 10.00PM		L 11.40AM	L 11.10AM	WCO	207	SO STAPLES DN	0.0	L 2.30AM	L 12.14PM	L 1.20PM	L 1.25PM	L 2.15PM
s 7.15		5.45	10.26		12.07PM	11.37	TYX	214	AC ALDRICH D	6.9	2.40	12.24	1.30	s 1.38	s 2.28
s 7.35		5.53	10.40		12.29	11.53		218	V VERNDALE D	10.9	2.47	12.29	1.36	s 1.45	s 2.35
s 8.27		A s 6.10AM	11.00		12.51	12.38	WYX	224	WA WADENA DN	17.6	s 2.57	12.38	s 1.47	s 1.58	A s 2.48PM
s 8.52			11.15		1.06	12.52		229	UF BLUFFTON D	22.5	3.06	12.44	1.54	s 2.08	
f 9.14								232	TOPELIUS P	25.7				f 2.14	
s 9.36			11.40PM		1.30	1.16	W	237	NM N. Y. MILLS D	30.4	f 3.20	12.54	s 2.07	s 2.21	
f 10.03								242	RICHDALE P	35.6				f 2.30	
s 10.31			12.13AM		2.07	1.46	X	248	RN PERHAM DN	41.1	s 3.38	1.07	s 2.22	s 2.39	
s 11.02			12.30		2.30	2.03		253	LUCE P	46.9	3.47	1.14	2.30	f 2.49	
s 11.30			12.46		2.58	2.24	X	259	RA FRAZEE D	52.3	f 3.56	1.21	s 2.38	s 2.58	
f 11.50AM			1.01		3.19	2.45		264	McHUGH P	56.9	4.04	1.27	2.45	f 3.06	
s 12.10PM			1.16		3.38	3.14	XW	269	DE DETROIT LAKES DN	61.8	s 4.13	s 1.34	s 2.52	s 3.14	
12.40								273	OAK LAKE P	65.8				f 3.22	
s 1.05			1.43		4.06	3.48		276	AB AUDUBON D	69.0	4.28	1.43	3.04	s 3.28	
A 1.30PM	L 11.35AM		2.04	L 4.50PM	4.28	4.09	WCY	282	AP LAKE PARK DN	74.5	f 4.39	1.51	s 3.13	s 3.38	
	f 12.08PM						X	287	DALE P	81.1				s 3.50	
	s 12.14		2.34	A 5.15PM	4.50	4.32	Y	289	WN MANITOBA JCT. DN	82.4	4.52	2.02	A s 3.25PM	s 3.53	
	s 12.32		2.48		5.06	4.44	W	293	HW HAWLEY D	86.1	f 4.59	2.07		s 4.00	
	s 1.02							296	US MUSKODA D	92.1				s 4.11	
	1.07		3.14		5.39	5.12		297	WITHEROW P	93.1	5.13	2.16		4.13	
	f 1.27							302	STOCKWOOD P	96.8				f 4.20	
	s 1.46		3.40		6.19	5.42		306	ND GLYNDON DN	100.6	f 5.27	2.25		s 4.27	
	A 2.10PM		A 4.00AM		A 6.45PM	A 6.00PM	WCO	311	DH DILWORTH DN	105.4	A 5.37AM	A 2.32PM		A s 4.36PM	
Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Ex. Sun.
6.05	3.35	.40	6.00	.25	7.05	6.50			Time Over Sub-Division		3.07	2.18	2.05	3.11	.33
12.2	11.9	26.4	17.6	18.9	14.8	16.4			Average Speed Per Hour		33.8	45.8	39.5	33.1	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. 62 June 14, 1931 Succeeding No. 61		C. C. Capacity of Freight.	SECOND CLASS		THIRD CLASS			
2	14	122	112	4		STATIONS			742	744	746	748		
Passenger	Passenger	Motor Car	Motor Car	Passenger		STATIONS			Way Freight	Way Freight	Way Freight	Way Freight		
Daily	Daily	Daily	Ex. Sun.	Daily		Telegraph Offices and Calls			Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
A 6.58	A 7.25	A 5.20	A 1.40	A 5.10	105.4	SO	STAPLES	DN	Yard		A 2.45		A 3.05	
6.48	7.13	s 5.08	s 1.27	4.57	98.5	AC	ALDRICH	D	W62		s 2.13		2.43	
6.43	7.06	s 5.00	s 1.19	4.48	94.5	V	VERDALE	D	E 66		s 1.48		2.30	
6.34	s 6.55	s 4.48	L 1.05	s 4.35	87.8	WA	WADENA	DN	E 104		s 1.17		L 2.10	
6.27	6.46	s 4.39		4.25	82.9	UF	BLUFFTON	D	S 14		s 12.52			
		f 4.33			79.7		TOPELIUS	P	S 4		f 12.35			
6.17	s 6.34	s 4.25		f 4.12	75.0	NM	N. Y. MILLS	D	E 98		s 12.10			
	6.24	f 4.16			69.8		RICHDALE	P	W101		s 11.45			
6.03	s 6.14	s 4.07		s 3.55	64.3	RN	PERHAM	DN	E 98		s 11.25			
5.56	6.04	f 3.57		3.45	58.5		LUCE	P	W53		s 10.35			
5.49	s 5.54	s 3.48		f 3.37	53.1	RA	FRAZEE	D	E 106		s 10.05			
5.43	5.46	f 3.40		3.29	48.5		MCHUGH	P	W143		f 9.39			
s 5.36	s 5.38	s 3.31		s 3.20	43.6	DE	DETROIT LAKES	DN	E 100		s 9.12			
14	5.31				39.6		OAK LAKE	P	W135					
		f 3.24			36.4	AB	AUDUBON	D	W52		s 8.31			
5.27	5.18	s 3.18		3.07	30.9	AP	LAKE PARK	DN	Yard		L 8.00	A 10.05	A 3.55	
5.18	s 5.08	s 3.09		f 2.57	24.3		DALE	P	S 17			f 9.33		
		s 2.58			23.0	WN	MANITOBA JCT.	DN	E 106		s 9.27		L 3.25	
5.06	L 4.54	f 2.55		2.43	19.3	HW	HAWLEY	D	W103		s 9.08			
5.01		s 2.48		f 2.37	13.3	US	MUSKODA	D	S 18		s 8.38			
		f 2.38			12.3		WITHEROW		E 80				8.33	
4.51		2.36		2.25	8.6		STOCKWOOD	P	S 30		f 8.15			
		f 2.30			4.8	ND	GLYNDON	DN	S.W 70		s 7.54			
4.41		s 2.23		2.12	0.0	DH	DILWORTH	DN	Yard		L 7.30			
L 4.34		L 2.14		L 2.02										
Daily	Daily	Daily	Ex. Sun.	Daily							Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
2.24	2.24	3.06	.35	3.08			Time Over Sub-Division				6.45	2.35	.55	.30
48.9	34.3	34.0	30.1	33.6			Average Speed Per Hour				11.0	11.9	10.2	15.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN STAPLES AND DILWORTH. AUTOMATIC BLOCK BETWEEN STAPLES AND DILWORTH.
SPECIAL INSTRUCTIONS, PAGES 9 TO 13, INCLUSIVE.

SECOND SUB-DIVISION
(MAIN LINE)

WESTWARD

THIRD CLASS		SECOND CLASS				Way Freight Mo., Wed. and Fri.	Way Freight Mo., Wed. and Fri.	Way Freight Mo., Wed. and Fri.	Way Freight Mo., Wed. and Fri.	Wagon Fuel, Truck Scales, Turn Tables, Lamps and Yard Lights	Station Numbers	Distance from Dilworth via High Bridge	Time Table No. 62 June 14, 1931 Succeeding No. 61		Car Capacity of Siding	FIRST CLASS					
763	761	605	137	603	141								STATIONS				3	1	121	145	
Way Freight Mo., Wed. and Fri.	Way Freight Mo., Wed. and Fri.	Freight	Mixed	Freight	Mixed								Telegraph Offices and Calls				Passenger	Passenger	Motor Car	Motor Car	
Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily								Daily	Daily		Daily	Daily	Daily			
L 6.15 ^{AM}	L 6.00 ^{AM} 603	L 7.45 ^{PM}		L 5.45 ^{AM} 3-761		WCT OX	311	0.0	DH.....DILWORTH.....DN G. N. Crossing 4.0 Track Conn. Interlocked	Yard	L 5.41 ^{AM} 603	L 2.35 ^{PM}	L 4.38 ^{PM}	L 4.50 ^{PM}							
6.30	6.15	8.00		6.00		X	315	4.0	MH.....MOORHEAD.....D 1.0 Cross Over	s	5.50	2.42	s 4.47	s 5.00							
As 6.40 ^{AM}	s 6.30	8.10	L 7.20 ^{AM}	6.06		WOX	316	5.0	FO.....FARGO.....DN 1.4 Cross Over	Yard	s 5.55	s 2.45	s 4.50	As 5.05 ^{PM}							
	6.35	8.15	7.23	6.10		YX		6.4	MILW. CROSSING.....P Automatic Interlocking Cross Over		6.08	2.53	5.03								
	s 6.50	8.26	s 7.33	6.22		W	320	10.4	HG.....WEST FARGO.....D 2.4 Cross Over	S17	6.16	2.59	s 5.10								
	f 6.57		f 7.39				324	12.8	FIFE.....P 4.7 Cross Over	W95			5.15								
	f 7.10	8.45	s 7.50	6.41			328	17.5	MA.....MAPLETON.....D 2.3 Cross Over	W95 E95	6.27	3.08	s 5.23								
	f 7.17		f 7.56				331	19.8	NORPAK.....D 2.6 Cross Over	21			5.27								
	s 7.45	9.06	A 8.10 ^{AM}	7.03		YX	336	25.1	DALRYMPLE.....P 2.7 Cross Over	S68											
	s 8.20	9.26		7.21			342	31.6	CA.....CASSETON.....DN G. N. Crossing Cross Over	W66 E95	s 6.40	3.18	s 5.37								
	f 8.35	9.41		7.32		W	346	35.5	WD.....WHEATLAND.....D 3.9 Cross Over	W67	f 6.52	3.27	s 5.49								
	s 9.10	10.01		7.57			352	41.2	MAGNOLIA.....P 5.7 Cross Over	W94	6.59	3.32	f 5.56								
	s 9.30	10.26		8.17			358	47.1	BF.....BUFFALO.....DN 5.9	105	f 7.10	3.41 ²	s 6.07								
	f 9.45	10.50		8.25		YWC	360	49.9	CT.....TOWER CITY.....D 2.8 Lap Siding	W104 E76	f 7.21	3.50	s 6.19								
	s 9.55	11.07		8.33			363	52.6	KOLDOK.....P 2.7	109	7.26	3.54	f 6.24								
							368	57.7	KA.....ORISKA.....D 5.1	W102 E64	f 7.31	3.58	s 6.30								
	Via High Bridge	Via High Bridge		Via High Bridge	L 8.15 ^{AM}	WYX	374	62.9	AN.....PEAK.....DN 5.2	96	7.42	4.06	f 6.40								
					f 8.35	X	379	67.3	VY.....VALLEY CITY.....DN 5.0	W37 E66	s 7.51 7.56	s 4.15	s 6.51 ¹⁴²								
	f 10.15	11.35 ^{PM}		9.00 ⁷⁰²			368	57.7	BA.....BEREA.....DN 5.2	107	8.09 ⁷⁰²	4.29	f 7.04								
	f 10.30	12.05 ^{AM}		9.17	Via Valley City	WX	375	62.9	AN.....PEAK.....DN 5.2	96	Via Valley City	Via Valley City	Via Valley City								
	f 10.55	12.30		9.30		X	379	67.3	HIGH BRIDGE.....P 4.4	92											
	s 11.27 ¹²²	12.55		9.50	As 9.10 ^{AM}	YX	385	73.4	BA.....BEREA.....DN 6.1	107											
	s 11.59 ^{AM}	1.14		10.05			390	78.7	SA.....SANBORN.....D 5.3 Lap Siding	W134 E105	f 8.21	4.38	s 7.17								
	f 12.15 ^{PM}	1.28		10.18			394	82.8	XN.....ECKELSON.....D 4.1 E105	W58 E105	f 8.32	4.46	s 7.28								
	s 12.30	1.40		10.28		W	398	86.4	URBANA.....P 3.6	77	8.40	4.52	f 7.36								
	f 12.50	2.05		10.50 ¹²²			403	92.5	SW.....SPIRITWOOD.....D 6.1 Lap Siding	W66 E101	f 8.47	4.57	s 7.44								
A 1.15 ^{PM}	A 2.30 ^{AM}		A 11.30 ^{AM}			WCO TYX	409	97.2	BM.....BLOOM.....DN 4.7	80	9.00	5.07	f 7.55								
Mo., Wed. and Fri.	Mo., Wed. and Fri.	Daily	Ex. Sun.	Daily	Ex. Sun.				JY.....JAMESTOWN.....DN	Yard	As 9.10 ^{AM}	As 5.15 ^{PM}	As 8.05 ^{PM}								
.25	7.16	6.46	.60	5.50	.55				Time Over Sub-Division		3.00	2.28	3.05	.16							
12.0	13.4	14.4	24.1	16.6	12.1				Average Speed Per Hour		30.9	38.4	30.1	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. 62 June 14, 1931 Succeeding No. 61	SECOND CLASS		THIRD CLASS	
4	2	122	146		142	138	762	764
Passenger	Passenger	Motor Car	Motor Car		Mixed	Mixed	Way Freight	Way Freight
Daily	Daily	Daily	Daily		Ex. Sun.	Ex. Sun.	Tue., Thu. and Sat.	Tue., Thu. and Sat.
				STATIONS				
				Telegraph Offices and Calls				
A 1.58AM	A 4.31PM	A 2.12PM	A 12.10PM	DH DILWORTH DN	97.2		A 1.00PM	A 3.00PM
				1.0 G. N. Crossing 4.0 Track Conn. Cross Over				
B 1.48	4.23	B 2.03	B 12.01PM	MH MOORHEAD D	93.2		12.44	2.45
				1.0 Interlocked Cross Over				
B 1.45	4.20	B 2.00	L 11.57AM	FO FARGO DN	92.2	A 6.15PM	12.40	L 2.40PM
1.35	B 4.15	1.50		1.4 Cross Over				
				MILW. CROSSING P				
1.32	4.12	1.46		Automate Interlocking Track Conn. 4.0 Cross Over				
1.25	4.06	B 1.38		HG WEST FARGO D	86.8	f 6.01	B 12.20	
				2.4 Cross Over				
				FIFE P				
1.12	3.57	B 1.25		4.7 Cross Over				
				MA MAPLETON D	79.7	B 5.44	B 11.56AM	
				2.3 Cross Over				
				NORPAK				
				2.6 Cross Over				
				DALRYMPLE				
B 12.59	3.47	B 1.10		2.7 Cross Over				
				CA CASSETON DN	72.1	L 5.25PM	11.26	
				G. N. Crossing 6.5 Track Conn. Interlocked				
12.48	3.38	B 12.57		WD WHEATLAND D	65.6		B 11.06	
12.41	3.33	f 12.50		3.9 Cross Over				
12.33	3.25	B 12.39		MAGNOLIA P	61.7		f 10.55	
	1			5.7 Cross Over				
f 12.24	3.17	B 12.27		BF BUFFALO DN	56.0		B 10.30	
12.19	3.13	f 12.21		5.9				
				CT TOWER CITY D	50.1		B 10.00	
				2.8 Lap Siding				
				KOLDOK P				
f 12.14	3.10	B 12.16		2.7				
				KA ORISKA D	44.6		B 9.30	
				5.1				
12.06AM	3.03	f 12.05PM		AN PEAK DN	39.5			
B 11.54PM	B 2.51	11.54AM		VY VALLEY CITY DN	34.9	A 6.40PM 121	Via High Bridge	
11.43	2.42	f 11.39		5.0				
				BA BERA DN	29.9	f 6.20		
				5.2				
				AN PEAK DN	39.5		f 9.00 603	
				4.4				
				HIGH BRIDGE P	34.3	Via Valley City	f 8.30	
				6.1				
				BA BERA DN	29.9		f 8.09 3	
f 11.33	2.34	B 11.27 761		5.3 Lap Siding				
f 11.24	2.27	B 11.17		SA SANBORN D	23.8	L 6.00PM	B 7.40	
11.17	2.21	f 11.09		4.1				
				XN ECKELSON D	18.5		B 7.15	
				3.6				
f 11.11	2.16	B 11.02		SW SPIRITWOOD D	10.8		B 6.40	
11.01	2.08	f 10.50 603		6.1 Lap Siding				
L 10.50PM	L 2.00PM	L 10.40AM		BM BLOOM DN	4.7		f 6.15	
				4.7				
				JY JAMESTOWN DN	0.0		L 6.00AM	
				13				
Daily	Daily	Daily	Daily	Time Over Sub-Division				
2.45	2.15	3.05	13	Average Speed Per Hour				
33.7	41.2	30.1	23.0		.40	.60	7.00	.20
					16.5	24.1	13.9	15.0

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.

Main table with columns for WESTWARD, EASTWARD, and SIXTH SUB-DIVISION (RED LAKE FALLS AND SHERACK BRANCHES). Includes sub-headers for WESTWARD, EASTWARD, and SIXTH SUB-DIVISION. Contains detailed train schedules, station names (e.g., WADENA, DEER CREEK, PARKTON), and time tables for various routes.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 755 IS SUPERIOR TO NO. 756, FAIRVIEW JCT. TO GREAT BEND. SPECIAL INSTRUCTIONS PAGES 10 TO 13 INCLUSIVE.

WESTWARD

FOURTH SUB-DIVISION
(RED RIVER BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		Water, Fuel, Stables, Turn Tables, Weigh and Yard Limits	Station Numbers.	Distance from Manitoba Junction.	Time Table No. 62 June 14, 1931. Succeeding No. 61		Distance from East Grand Forks.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
129	633	13					14	130			748	Passenger	Mixed	Way Freight		
Mixed	Freight	Passenger					Passenger	Mixed	Way Freight							
Tue., Thu. and Sat.	Daily	Daily					Daily	Tue., Thu. and Sat.	Ex. Sun.							
STATIONS																
Telegraph Offices and Calls																
L	5.15PM	L	3.25PM 748	Y	289	0.0	WN MANITOBA JCT. DN	93.7	110	A	8.45PM	A	3.25PM 13			
	5.33	s	3.34		NA 6	5.1	HI HITTERDAL D	88.6	85	s	4.43	s	3.03			
	5.58	s	3.45	W	NA13	12.0	U ULEN D	81.7	94	s	4.30	s	2.17			
	6.24	s	3.57		NA20	19.0	SY SYRE D	74.7	81	s	4.17	s	1.50			
	6.47	s	4.07 14	X	NA26	24.6	AY TWIN VALLEY D	69.1	103	s	4.07 13	s	1.25			
			4.17		NA29	29.1	HEIBERG	64.6	S 3	s	3.59					
	7.19	s	4.23		NA34	32.4	G GARY D	61.3	89	s	3.53	s	12.58			
	7.43	f	4.34		NA40	38.4	FLAMING	55.3	72	f	3.42	f	12.35			
	8.06	s	4.44	WCO YX X	NA46	44.0	FE FERTILE DN	49.7	112	s	3.32	s	12.15PM			
	8.39	f	4.58		NA53	52.0	MELVIN	41.7	82	f	3.17	f	11.40AM			
		f	5.07		NA58	56.8	KANKEL	36.9	S 5	f	3.08					
	9.11	f	5.12		NA61	59.8	HAROLD	33.9	60	f	3.03			f	11.15	
						64.3	G. N. CROSSING Automatic Interlocking Track Conn.	29.4								
	9.41	s	5.24	WX	NA69	67.1	CX CROOKSTON D	26.6	43	s	2.50	s	10.50			
	9.47		5.27		NA70	68.5	ANGLIM	25.2	45		2.47	f	10.35			
						70.4	G. N. CROSSING Automatic Interlocking	23.3								
	10.09	f	5.37		NA75	73.8	HIXON	19.9	30	f	2.38		f	10.15		
	10.25	f	5.44		NA79	77.8	FREEMAN	15.9	29	f	2.31		f	10.00		
	10.49	f	5.55		NA85	83.3	DAVIDSON	10.4	74	f	2.22	s	9.40			
L	7.30PM	f	6.05		NA90	88.7	CARTHAGE JCT. 5.0	5.0		f	2.13	A	10.15AM	f	9.20	
A	7.45PM	A	6.15PM	WCO TX	NA95	93.7	GX E. GRAND FORKS DN	0.0	Yard	L	2.04PM	L	10.00AM	L	9.00AM	
Tue., Thu. and Sat.	Daily	Daily								Daily		Tue., Thu. and Sat.	Ex. Sun.			
.15	6.20	2.50					Time Over Sub-Division			2.50		.15	6.25			
20.0	14.8	33.0					Average Speed Per Hour			33.0		20.0	14.6			

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, Stables, Turn Tables, Weigh and Yard Limits	Station Numbers.	Distance from East Grand Forks.	Time Table No. 62 June 14, 1931. Succeeding No. 61		Distance from Pembina.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS			
633	13	14					752	Passenger			Way Freight					
Freight	Passenger	Passenger					Passenger	Way Freight								
Daily	Daily	Daily					Daily	Daily								
STATIONS																
Telegraph Offices and Calls																
L	1.25AM	L	6.20PM	WCO TX X	NA95	0.0	GX E. GRAND FORKS DN	94.4	Yard	A	1.59PM	A	12.45AM			
	1.27	s	6.25		NA96	0.5	GRAND FORKS	93.9	84	s	1.54		12.42			
						1.4	G. N. CROSSING	93.0								
						3.2	G. N. CROSSING Track Conn.	91.2								
	1.49	f	6.36		NA 101	5.8	BOLACK	88.6	18	f	1.43	f	12.22			
	2.10	f	6.46		NA 106	11.0	KELLY	83.4	80	f	1.34	f	12.02AM			
	2.37	s	6.58	W	NA 112	17.2	MF MECKINOCK D	77.2	84	s	1.23	s	11.37PM			
	3.00	s	7.09		NA 118	22.7	BM HONEYFORD D	71.7	35	s	1.13	s	11.15			
	3.15	s	7.16		NA 121	26.2	GB GILBY D	68.2	81	s	1.06	s	11.01			
	3.33	f	7.24		NA 126	30.5	JH JOHNSTOWN D	63.9	34	f	1.258	s	10.44			
	3.52	s	7.33	W	NA 130	35.2	FV FOREST RIVER D	59.2	98	s	1.249	s	10.26			
	4.16	s	7.44		NA 136	41.1	VOSS	53.3	89	s	1.238	s	10.02			
	4.34	f	7.53		NA 141	45.7	KELLOGG	48.7	20	f	1.230	f	9.44			
						48.7	G. N. CROSSING Track Conn.	45.7								
	4.51	s	8.02	X	NA 145	49.8	GO GRAFTON D	44.6	118	s	1.222	s	9.28			
	5.21	s	8.15		NA 152	56.8	CH CASHEL D	37.6	38	s	1.208	s	9.03			
	5.36	f	8.22		NA 155	60.4	HERRICK	34.0	42	f	1.201PM	f	8.51			
	5.58	s	8.31 752	W	NA 160	65.3	DA DRAYTON D	29.1	120	s	1.152AM	s	8.31 13			
	6.18	f	8.40		NA 165	70.0	PITTSBURG	24.4	29	f	1.143	f	7.45			
	6.35	s	8.47		NA 169	74.1	BQ BOWSMONT D	20.3	32	s	1.135	s	7.30			
		f	8.57		NA 174	79.1	FLEECE	15.3	21	f	1.125					
	7.15	s	9.05		NA 179	83.7	JOLIETTE	10.7	84	s	1.116	s	6.55			
	7.31	f	9.12		NA 183	87.4	McARTHUR	7.0	38	f	1.109	f	6.40			
A	8.00AM	A	9.27PM	WCO TX X	NA 190	94.4	PB PEMBINA D	0.0	Yard	L	10.55AM	L	6.15PM			

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

	A	11.35PM				WINNIPEG			L	9.00AM		
Daily	Daily								Daily	Daily		
6.35	3.07					Time Over Sub-Division			3.04	6.30		
14.3	30.3					Average Speed Per Hour			30.1	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

THIRD CLASS			SECOND CLASS		FIRST CLASS		STATIONS Telegraph Offices and Calls	FIRST CLASS			SECOND CLASS		THIRD CLASS		
763			155	139	145			FO	146			154	140	764	
Way Freight			Mixed	Mixed	Motor Car	Water, Fuel, Truck, Freight, Wages and Yard Limite			Motor Car	Motor Car			Mixed	Mixed	Way Freight
Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Station Numbers.		Distance from Fargo.	Distance from Register.	Car Capacity of Sidings.	Daily	Ex. Sun.	Ex. Sun.	Tue., Thu. and Sat.	
L 6.45 ^{AM}		L 8.15 ^{AM}		L 5.10 ^{PM}	WO YX	316	0.0	FARGO	DN	147.5	Yard	As 11.55 ^{AM}		A 7.25 ^{PM}	As 2.40 ^{PM}
f 6.55		f 8.24		f 5.19		DA4	1.5	C. M. ST. P. & P. RY. CROSSING	Cross Over	146.0					
f 7.05		f 8.29		f 5.24		DA6	4.2	COTTER		143.3	26	f 11.46		f 7.13	f 2.15
s 7.20		s 8.38		s 5.33		DA11	6.4	OSGOOD		141.1	24	f 11.42		f 7.08	f 2.02
s 7.40		s 8.50		s 5.44		DA16	10.7	HC HORACE	D	136.8	97	s 11.33		s 6.58	s 1.47
s 7.53		s 8.58		s 5.51		DA19	16.4	WARREN		131.1	35	s 11.22		s 6.46	s 1.22
f 8.18		s 9.13		s 6.05		DA25	19.5	DV DAVENPORT	D	128.0	50	s 11.16		s 6.40	s 1.10
s 8.30		s 9.21		s 6.14	W	DA29	25.5	G. N. Crossing Interlocked	Track Conn.	122.0	26	s 11.04		s 6.24	f 12.45
f 8.52		f 9.36		f 6.26		DA34	29.2	LR LEONARD	D	118.3	97	s 10.56		s 6.14	s 12.32
							35.5	COBURN		112.0	28	f 10.43		f 5.58	f 12.12 ^{PM}
							41.7	SH SHELDON	D	105.8	97	s 10.31		s 5.46	s 11.52 ^{AM}
							44.2	SOO LINE CROSSING		103.3					
s 10.12		s 10.12		s 6.58		DA50	50.7	BUTTZVILLE	Track Conn	96.8	86	s 10.12		s 5.24	s 11.27
146-139		146-788		A 7.10 ^{PM}	WCT	DA56	56.4	LB LISBON	D	91.1	70	L 10.00 ^{AM}		s 5.10	s 11.07
s 10.53		s 10.24			X	DA63	64.0	CW ELLIOTT	D	83.5	40			s 4.51	s 10.42
s 11.17		s 10.42												s 10.42	139
s 11.34 ^{AM}		s 10.53			W	DA69	68.8	EV ENGLEVALE	D	78.7	39			s 4.39	s 9.50
s 12.05 ^{PM}		s 11.12				DA77	76.7	VR VERONA	D	70.8	36			s 4.20	s 9.18
s 12.30	L 4.05 ^{PM}	s 11.27			YX	DA83	82.9	INDEPENDENCE	P	64.6	49			A 12.14 ^{PM}	s 4.05
As 12.52 ^{PM}	As 4.15 ^{PM}	s 11.40 ^{AM}			WCY	DA88	88.2	OR LA MOURE	D	59.3	131			L 11.59 ^{AM}	s 3.45
		s 12.20 ^{PM}			X	DB10	98.2	BN BERLIN	D	49.3	38			L 8.30 ^{AM}	
		s 12.45				DB16	104.3	MEDBERRY		43.2	36			s 2.15	
		s 1.15				YX	108.0	EDGELEY JUNCTION		39.5				s 1.50	
		1.35												1.35	139
		s 1.45				WX	109.1	M. C. RY. CROSSING	Track Conn	40.6					
						DB21	109.6	ED EDGELEY	D	41.1	136			s 1.25	12.20
						YX	108.0	EDGELEY JUNCTION		39.5					12.10 ^{PM}
							109.0	M. C. RY. CROSSING		38.5					
		s 2.39				DB26	114.4	DEISEM		33.1	26			s 11.50 ^{AM}	
		s 3.09				DB34	122.2	JU JUD	D	25.3	33			s 11.21	
		s 3.37			W	DB41	129.4	AD ALFRED	D	18.1	23			s 10.53	
		s 4.05				DB48	136.4	GC GACKLE	D	11.1	46			s 10.35	
		A 4.45 ^{PM}			CY W	DB59	147.5	SR STREETER	D	0.0	38			L 10.00 ^{AM}	
					X										
Mo., Wed. and Fri.	Ex. Sun.	Ex. Sun.		Daily				Time Over Sub-Division		1.55		Ex. Sun.	Ex. Sun.	Tue., Thu. and Sat.	
6.07	.10	7.50		2.00				Average Speed Per Hour		29.4		.15	7.35	6.10	
14.4	31.8	18.8		28.2								21.2	10.4	14.3	

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

SECOND CLASS				Time Table No. 62 June 14, 1931 Succeeding No. 61		STATIONS		SECOND CLASS						
Mixed	Ex. Sun.	Water, Fuel, Track Switch, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Casselton.	Distance from Marion.	Car Capacity of Sidings.	137	Mixed	Ex. Sun.					
Telegraph Offices and Calls														
L	8.30AM	CYX	336	0.0	CA. CASSETLON DN	60.2	170	A	5.15PM					
f	8.35		DG 1	1.8	L. 1.8 Cross Over LANGERS	58.4	S14	f	5.08					
f	8.42		DG 4	4.2	2.4 PERSIS	56.0	S8	f	5.00					
f	8.48		DG 6	6.2	2.0 MYRA	54.0	15	f	4.53					
s	9.06		DG12	12.7	6.5 EB. EMBDEN D	47.5	40	s	4.28					
f	9.22		DG17	16.8	4.1 FABIAN	43.4	16	f	4.12					
s	9.32	W3 mi W	DG19	19.0	2.2 AL. ALICE D	41.2	37	s	4.04					
f	9.56		DG24	24.7	5.7 ELIZABETH	35.5	14	f	3.44					
s	10.10		DG27	27.7	3.0 LC. LUCCA D	32.5	32	s	3.32					
s	10.30		DG32	32.5	4.8 Soo Line Crossing N. NOME D	27.7	38	s	3.17					
s	10.46		DG36	36.7	4.2 EASTEDGE	23.5	17	s	2.59					
s	11.08	XW 1 mi E	DG41	41.1	4.4 KR. KATHRYN D	19.1	34	s	2.41					
s	11.38AM		DG47	47.7	6.6 HS. HASTINGS D	12.5	20	s	2.15					
s	12.08PM	W 5 mi W	DG52	52.9	5.2 VI. LITCHVILLE D	7.3	50	s	1.55					
A	12.45PM	CYX	DG60	60.2	7.3 MR. MARION D	0.0	71	L	1.30PM					
Ex. Sun.					Ex. Sun.									
4.15					Time Over Sub-Division					3.45				
14.1					Average Speed Per Hour					16.0				

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.

WESTWARD

TENTH SUB-DIVISION
(COOPERSTOWN BRANCH)

EASTWARD

SECOND CLASS				Time Table No. 62 June 14, 1931 Succeeding No. 61		STATIONS		SECOND CLASS						
Mixed	Ex. Sun.	Water, Fuel, Track Switch, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Sunborn.	Distance from McHenry.	Car Capacity of Sidings.	141	Mixed	Ex. Sun.					
Telegraph Offices and Calls														
L	9.15AM	YX	385	0.0	SA. SANBORN DN	62.9	250	A	5.55PM					
s	9.45	W DC 9	9.9	9.9	OD. ROGERS D	53.0	41	s	5.22					
s	10.15	DC18	8.1	18.0	Soo Line Crossing Track Conn. DZ. DAZEY D	44.9	58	s	4.55					
s	10.38	DC24	5.5	23.5	5.5 WA. WALUM D	39.4	29	s	4.35					
s	10.50	W DC27	6.2	26.7	G. N. Crossing 3.2 Track Conn. Interlocked HF. HANNAFORD D	36.2	74	s	4.23					
f	11.15	DC32	6.2	32.9	6.2 SHEPARD	30.0	27	s	4.02					
s	11.35	X DC36	3.9	36.8	3.9 CP. COOPERSTOWN D	26.1	99	s	3.48					
f	11.55AM	DC40	4.0	40.8	4.0 LOVELL	22.1	20	f	3.32					
s	12.20PM	DC45	5.0	45.8	5.0 JS. JESSIE D	17.1	34	s	3.15					
s	12.45	W DC51	5.4	51.2	5.4 BO. BINFORD D	11.7	99	s	2.57					
s	1.10	DC56	5.3	56.5	5.3 MOSE	6.4	12	f	2.40					
A	1.35PM	CYX DC63	6.4	62.9	6.4 MY. McHENRY D	0.0	60	L	2.20PM					
Ex. Sun.					Ex. Sun.									
4.20					Time Over Sub-Division					3.35				
14.5					Average Speed Per Hour					17.5				

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)

1. Pusher Districts between Glyndon and Withrow.
2. 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.
Coal dock hopper and west trestle of coal dock Lake Park not safe for engine.
3. 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.
4. Special Stops, Connections, etc.—
No. 13 will stop on flag at stations between Staples and Manitoba Junction for passengers for Fourth and Fifth sub-divisions.
Passengers for Twin Cities and east will be transferred from No. 14 to No. 2 at Detroit Lake.

- No. 14 will take passengers for points on the main line West of Manitoba Jct. through to Detroit Lakes.
Nos. 121 and 122 will stop at Sand Beach, Watts, Smith's Club House and Pokegama Beach on flag.
No. 14 will stop at stations between Manitoba Junction and Staples to discharge passengers from Fourth and Fifth sub-divisions.
5. Register Stations—
Staples.
Dilworth.
Lake Park for trains originating or terminating.
Wadena for trains to and from Third sub-division.
 6. Register Exceptions—
At Dilworth, through passenger trains will register by card form 608.
 7. 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.
 8. Bulletin Stations—
Staples—Passenger depot, Round house and Yard office.
Lake Park—Passenger depot.
Dilworth—Central office and Round house.

9. Standard Time Clocks—
Staples—Telegraph office and Yard office.
Lake Park.
Dilworth—Telegraph office.
10. Watch Inspectors—
J. L. Cross, Staples.
A. P. Nelson, 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.
McHugh..... East end siding.
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

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION.

(MAIN LINE.)

- At Jamestown.** Switch tenders are on duty 8:00 A. M. to 11:59 P. M. to handle switches for passenger trains entering and leaving the depot. 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 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.
- At Sanborn No. 141 arriving and No. 142 departing** will enter and leave the main track at the east lead switch. Eastward Trains use North Siding. Westward Trains South Siding.
- 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.
- At Milwaukee Crossing,** if the home signal does not indicate proceed, the hand release may be operated according to instructions inside the release box at the Crossing.
- 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.
- Pusher Districts—**Between Koldok and Berea, via Valley City. Between Jamestown and Bloom.
- 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.
- Double Track—**The normal position of switch at Buffalo is for eastward track and at Bloom for westward track, operators will handle these switches.
- 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 Peak, Berea and Bloom the operators will in addition to handling the junction switches handle switches that are adjacent to their offices.
- Bridge and Engine Restrictions—**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-3 or heavier, must not be turned on the Wye at Valley City. Engines class Z-5, ten (10) miles per hour over bridges 7, 11, 16, 20 and 65 on eastward and westward tracks.
- 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. Class W-3 Engines five (5) miles per hour entering Main Line, Switch East Leg of Wye West Fargo.
- 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.

- Special Stops, Connections, etc.—**Nos. 761 and 762 will carry adult male passengers only. No. 121 connect with No. 138 at Casselton.
- Register Stations—**Dilworth. Fargo—For first class trains. Casselton—For Nos. 137 and 138. Valley City—For Nos. 141 and 142, helper and switch engines. Sanborn—For Nos. 141 and 142. Jamestown.
- Register Exceptions—**Dilworth.....Through passenger trains will register by card form 608.
- Clearance Exceptions—**Dilworth.....First class trains except No. 145 will not require clearance if train order signal is in clear position.
- Bulletin Stations—**Dilworth—Central office and Round house. Fargo—Passenger depot. Valley City—Passenger depot. Jamestown—Passenger depot, Yard office and Round house.
- Standard Time Clocks—**Dilworth—Telegraph office. Fargo—Telegraph office. Jamestown—Telegraph office at passenger depot and yard office.
- Watch Inspectors.** Henry Neubarth, Moorhead. A. P. Nelson, Fargo. G. H. Toring, Valley City. H. G. Pickard, Jamestown.
- 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.

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

THIRD SUBDIVISION.

(FERGUS FALLS BRANCH.)

- 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 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.
- Bridge and Engine Restrictions—**Over Bridge 74, Bois de Sioux river as follows: Single header 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.
- 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 Henning and French 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. Engines class W, twenty (20) miles per hour around curves Henning to French and thirty (30) miles per hour on other portions of track Wadena to Wahpeton. Engines class P and P-2 in passenger service forty (40) miles per hour between Milnor and Oakes.

- Special Stops, Connections, etc.—**Nos. 745, 746, 753 and 754 will carry adult male passengers. Nos. 755 and 756 will carry passengers.
- Register Stations—**Wahpeton. Wadena. Fairview Junction for No. 111 Tuesdays and Thursdays, when No. 754 does not make Wahpeton for No. 111. Oakes.
- Register Exceptions—**At Wadena enginemen of westward trains will be furnished check of register, Form 602, over the signature of the conductor.
- Bulletin Station—**Wahpeton. Passenger depot.
- Watch Inspector—**E. E. Bassett, Wahpeton.
- Derail Switches—**Henning..... East end House track. Henning..... Soo Line end of transfer. Fergus Falls..... East end of siding. Farmington..... East end House track. Moorerton..... East end south track.
- 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

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—**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. Engines class W thirty (30) miles per hour. Engines class T in freight service forty (40) miles per hour.
- 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

SPECIAL INSTRUCTIONS.

FIFTH SUBDIVISION. (RED RIVER BRANCH.)

- 1. Bridge and Engine Restrictions—Engines class A, Z-4 and Z-5 not permitted.
2. Speed Restrictions—Engines class W thirty (30) miles per hour.
3. Special Stops, Connections, etc.—No. 752 will carry adult male passengers.
4. Register Stations—East Grand Forks. Pembina.
5. Bulletin Station—East Grand Forks. Telegraph office.
6. Standard Time Clock—East Grand Forks. Telegraph office.
7. Watch Inspectors—E. A. Arhart, Grand Forks. M. H. Miller, Pembina.
8. Derail Switches—Grand Forks.....Old Cosah Track.

SIXTH SUBDIVISION.

(RED LAKE FALLS AND SHERACK BRANCHES.)

- 1. At Tilden Junction—Towerman on duty 7:00 a. m. to 11:00 p. m. daily except Sunday.
2. Extra Trains between Carthage Junction and Fertile will run via 4th Subdivision unless otherwise instructed by train order.
3. Bridge and Engine Restrictions—Over Bridge 70, Red Lake River as follows:
4. Speed Restriction—Engines class T twenty (20) miles per hour.
5. Register Stations—G. N. Junction. Tilden Junction. Carthage Junction. Fertile.
6. Register Exceptions—At G. N. Junction enginemen of eastward trains will be furnished check of register, Form 602, over the signature of conductor.
7. Bulletin Station—Tilden Junction.
8. Derail Switches—Delorme.....East end Spur track.
9. Commercial Spurs—Smisek.....Fertile 7.0 Car Capacity 3
10. Special Stops—Nos. 129 and 130 will stop at Smisek Spur on flag.

SEVENTH SUBDIVISION. (FAIRVIEW BRANCH)

- 1. Speed Restrictions—Schedule time between stations and fifteen (15) miles per hour between Keystone Jct. and Berndt.
2. Special Stops, Connections, Etc.—Nos. 755 and 756 will carry passengers.
3. Clearance Exceptions—Nos. 755 and 756 will not require clearance at Fairview Jct. or Great Bend.

EIGHTH SUBDIVISION.

(FARGO AND SOUTHWESTERN BRANCH.)

- 1. At Davenport—Hours of agent-towerman: Week days 6:45 a. m. to 3:45 p. m. and meet Nos. 140 and 145.
2. At Edgeley Junction, normal position of switch is for Edgeley Spur.
3. Doubling Tracks: 2 1/2 miles east of Lisbon, capacity 26 cars, switch at east end.
4. Speed Restrictions—Engines Classes W, W-1 and W-2 between Fargo and La Moure, thirty (30) miles per hour;
5. Special Stops, Connections, Etc.—Trains Nos. 763 and 764 will carry adult male passengers only.
6. Register Stations—Fargo—For first class trains and trains originating and terminating.
7. Clearance Exceptions—At Independence, train No. 155 will not require clearance to comply with Rule 83-B.
8. Bulletin Stations—Fargo—Passenger depot. La Moure.
9. Standard Time Clock—Fargo—Telegraph office.
10. Watch Inspectors—A. P. Nelson, Fargo. W. M. Isaacs, La Moure. J. E. Kipp, Edgeley.
11. Derail Switches—

NINTH SUBDIVISION.

(CASSELTON BRANCH.)

- 1. 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.

2. Special Stops, Connections, Etc.—

3. Register Stations—

Casselton. Marion.

4. Bulletin Station—

Casselton.—Passenger depot.

5. Derail Switches—

Kathryn.....House Track, East End. Nome.....House Track, West End.

TENTH SUBDIVISION.

(COOPERSTOWN BRANCH.)

- 1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.
2. 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.
3. Special Stops, Connections, Etc.—
4. Register Stations—Sanborn. McHenry.
5. Bulletin Station—Valley City.
6. Watch Inspector—A. H. Gruenstein, McHenry.
7. Derail Switches—Dasey.....House Track, East End. Shepard.....Siding, East End. Binford.....Elevator Track, Both Ends.

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.
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.

NORTHERN PACIFIC RAILWAY COMPANY
FARGO DIVISION
CIRCULAR NO. 104

Fargo, September 26th, 1931

ALL CONCERNED -

Effective September 29th, present
turn-around local run between Dilworth and Casselton
and the local assignment between Casselton and James-
town will be cancelled and effective same date, Trains
761 and 762 will run between Dilworth and Jamestown
as per current time table.

E. J. Hackenberg,
Superintendent

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PHM-15 EEN-3 OMB EAM EWF
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- 2. Speed Restrict
All trains five (5
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Engines class T i
- 3. Special Stops, (
- 4. Register Statio
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- 5. Bulletin Statio
- 6. Standard Time
- 7. Watch Inspect
- 8. Derail Switche
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Falls for orders
- 3. Bridge and En
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Engines class T
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- 7. Bulletin Stat
- 8. Derail Switcl
Delorme.
Dorothy.
Hill Top.
- 9. Commercial
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- 10. Special Stop
Nos. 129 and

- 1. Speed Restr
hour between
- 2. Special Stop
Nos. 755 and
- 3. Clearance Exe
Jet. or Great Bend.

- 2. Special Stops, Connections, Etc.—
- 3. Register Stations—
Casselton.
Marion.
- 4. Bulletin Station—
Casselton.—Passenger depot.
- 5. Derail Switches—
Kathryn House Track, East End.
Nome House Track, West End.

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TENTH SUBDIVISION.
(COOPERSTOWN BRANCH.)

- 1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.
- 2. 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.
- 3. Special Stops, Connections, Etc.—
- 4. Register Stations—
Sanborn.
McHenry.
- 5. Bulletin Station—
Valley City.
- 6. Watch Inspector—
A. H. Gruenstein, McHenry.
- 7. Derail Switches—
Dasey House Track, East End.
Shepard Siding, East End.
Binford Elevator Track, Both Ends.

Rule
when
ours
hour

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.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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.

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- 1. Bridge and Eng
Engines class A,
- 2. Speed Restrict
All trains five (5
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Engines class T
- 3. Special Stops,
No. 752 will carr
- 4. Register Statio
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- 5. Bulletin Statio
- 6. Standard Time
- 7. Watch Inspect
- 8. Derail Switche
Grand Fork

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 101.

Fargo, September 10th, 1931

ALL CONCERNED -

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- 1. At Tilden Jun
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lined for Great
- 2. Extra Trains b
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Falls for orders
- 3. Bridge and En
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Engines class T
- 4. Speed Restrict
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- 6. Register Exce
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- 7. Bulletin Stai
- 8. Derail Switc
Delorme.
Dorothy.
Hill Top.
- 9. Commercial
Smisek
Kohler Sj
Walkerto
- 10. Special Stop
Nos. 129 and

Effective Saturday, September 12th, 1931,
tri-weekly way freight service will be established be-
tween Lake Park and Crookston. This run will operate
from Lake Park to Crookston on Tuesdays, Thursdays and
Saturdays and from Crookston to Lake Park on Mondays,
Wednesdays and Fridays.
Home terminal for this run will be at
Lake Park. Station switching at Crookston will be done
by Train 748.

E. J. Hackenberg,
Superintendent

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- 2. Special Stop
Nos. 755 and
- 3. Clearance Exe
Jet. or Great Bend.

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2. Special Stops, Connections, Etc.—

3. Register Stations—

Casselton.
Marion.

4. Bulletin Station—

Casselton.—Passenger depot.

5. Derail Switches—

Kathryn.....House Track, East End.
Nome.....House Track, West End.

TENTH SUBDIVISION.
(COOPERSTOWN BRANCH.)

1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.

2. 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.

Rule

when
ours
hour

3. Special Stops, Connections, Etc.—

4. Register Stations—

Sanborn.
McHenry.

5. Bulletin Station—

Valley City.

6. Watch Inspector—

A. H. Gruenstein, McHenry.

7. Derail Switches—

Dasey.....House Track, East End.
Shepard.....Siding, East End.
Binford.....Elevator Track, Both Ends.

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.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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.

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hour. Engines smaller than Class S-10, thirty-five (35) miles per hour.

- 1. Bridge and Eng
Engines class A,
- 2. Speed Restrict
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- 3. Special Stops,
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- 4. Register Statio
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Pembina.
- 5. Bulletin Statio
- 6. Standard Time
- 7. Watch Inspect
- 8. Derail Switches
Grand Fork

NORTHERN PACIFIC RAILWAY COMPANY
FARGO DIVISION
CIRCULAR NO. 100

Fargo, September 10th, 1931.

ALL CONCERNED -

Effective September 11th, 1931, the present assignment of Trains 744 and 743 will be changed and these trains will operate between Dilworth and Lake Park instead of between Dilworth and Detroit Lakes.

Circular No. 96, dated August 25th, 1931, is hereby cancelled.

E. J. Hackenberg,
Superintendent

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Falls for orders
- 3. Bridge and En
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Single header on
Double header,
Engines class T
- 4. Speed Restrict
- 5. Register Stati
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- 6. Register Exce
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furnished chec
- 7. Bulletin Stat
- 8. Derail Switcl
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Hill Top.
- 9. Commercial
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- 10. Special Stop
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- 1. Speed Restri
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- 2. Special Stop
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- 3. Clearance Exce
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- 2. Special Stops, Connections, Etc.—
- 3. Register Stations—
Casselton.
Marion.
- 4. Bulletin Station—
Casselton.—Passenger depot.
- 5. Derail Switches—
Kathryn.....House Track, East End.
Nome.....House Track, West End.

TENTH SUBDIVISION.
(COOPERSTOWN BRANCH.)

Rule
when
ours
hour

- 1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.
- 2. 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.
- 3. Special Stops, Connections, Etc.—
- 4. Register Stations—
Sanborn.
McHenry.
- 5. Bulletin Station—
Valley City.
- 6. Watch Inspector—
A. H. Gruenstein, McHenry.
- 7. Derail Switches—
Dassey.....House Track, East End.
Shepard.....Siding, East End.
Binford.....Elevator Track, Both Ends.

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.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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.

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- 1. Bridge and Engli
Engines class A, Z
- 2. Speed Restrictio
All trains five (5) m
Crossing West of I
Engines class T in
- 3. Special Stops, Co
No. 752 will carry
- 4. Register Station
East Grand F
Pembina.
- 5. Bulletin Station
- 6. Standard Time
- 7. Watch Inspector
- 8. Derail Switches
Grand Forks

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 96.

Fargo, August 25th, 1931

ALL CONCERNED -

Effective August 26th, 1931, the ass-

ignment of trains 744 and 743 will be changed and this train will run from Dilworth to Detroit Lakes and return instead of Dilworth to Lake Park and return.

E.J. Hackenberg,
Superintendent

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BJH-2 EHS-2 RGK File.

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- 3. Bridge and Engl
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- 4. Speed Restrictio
- 5. Register Station
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Tilden Junction.
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Fertile.
- 6. Register Except
At G. N. Juncti
register, Form 80
At Tilden Junct
furnished check
- 7. Bulletin Statio
- 8. Derail Switches
Delorme...
Dorothy...
Hill Top...
- 9. Commercial S
Smisek...
Kohler Spu
Walkerton.
- 10. Special Stops
Nos. 129 and 13

- 1. Speed Restrict
hour between E
- 2. Special Stops,
Nos. 755 and 7
- 3. Clearance Exc
Jet. or Great Bend.

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- 2. Special Stops, Connections, Etc.—
- 3. Register Stations—
Casselton.
Marion.
- 4. Bulletin Station—
Casselton.—Passenger depot.
- 5. Derail Switches—
Kathryn.....House Track, East End.
Nome.....House Track, West End.

TENTH SUBDIVISION.
(COOPERSTOWN BRANCH.)

- 1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.
- 2. 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.
- 3. Special Stops, Connections, Etc.—
- 4. Register Stations—
Sanborn.
McHenry.
- 5. Bulletin Station—
Valley City.
- 6. Watch Inspector—
A. H. Gruenstein, McHenry.
- 7. Derail Switches—
Dasey.....House Track, East End.
Shepard.....Siding, East End.
Binford.....Elevator Track, Both Ends.

Rule

when
ours
hour

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.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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-b) 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.

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cept
3-10,
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per

hour.

NORTHERN PACIFIC RAILWAY COMPANY

FARGO DIVISION

CIRCULAR NO. 94.

Fargo, August 24th, 1931.

ALL CONCERNED -

Affective August 25th, 1931, present

local service between Dilworth and Jamestown will be discontinued.

Effective same date one train and eng-

ine crew will be assigned to Trains 761 and 762 between Casselton and Jamestown with home terminal at Casselton. This crew will run Casselton to Jamestown on Mondays, Wednesdays and Fridays and Jamestown to Casselton on Tuesdays, Thursdays and Saturdays.

Effective August 25th, 1931, a turn-

around run will be established to handle the West Fargo meat run on Mondays, Wednesdays and Fridays and make a turn-around trip between Dilworth and Casselton on Tuesdays, Thursdays and Saturdays.

E. J. Hackenberg, Superintendent

Cy BB Fo Dh Rh Ca Vy J Jy Rh
Agts. - Dh to J LJG WJR BHH
EAM EWF PHM-15 EEN-3 OMB EJH
EHS CHS HH File

- 1. Bridge and Eng... Engines class A, Z
2. Speed Restrictio... All trains five (5) Crossing West of I Engines class T in
3. Special Stops, C... No. 752 will carry
4. Register Station... East Grand F Pembina.
5. Bulletin Station
6. Standard Time
7. Watch Inspector
8. Derail Switches... Grand Forks

(RED LA

- 1. At Tilden Junct... Towerman on dut lined for Great N
2. Extra Trains bet... ion unless otherw All N. P. extras ru Falls for orders be
3. Bridge and Engl... Over Bridge 70, I Single header engi Double header en Engines class T a
4. Speed Restrictio
5. Register Station... G. N. Junction. Tilden Junction. Carthage Junctio Fertile.
6. Register Except... At G. N. Junct register, Form 60 At Tilden Junct furnished check
7. Bulletin Statio
8. Derail Switche... Delorme... Dorothy... Hill Top...
9. Commercial S... Smisek... Kohler Spu Walkerton.

- 1. Speed Restrict... hour between E
2. Special Stops... Nos. 755 and 7
3. Clearance Exc... Jct. or Great Bend

2. Special Stops, Connections, Etc.-

- 3. Register Stations-- Casselton. Marion.

- 4. Bulletin Station-- Casselton.--Passenger depot.

- 5. Derail Switches-- Kathryn.....House Track, East End. Nome.....House Track, West End.

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TENTH SUBDIVISION. (COOPERSTOWN BRANCH.)

- 1. Doubling Track--At M. P. 30, capacity 13 cars, switch at both ends.
2. 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.
3. Special Stops, Connections, Etc.--
4. Register Stations-- Sanborn. McHenry.
5. Bulletin Station-- Valley City.
6. Watch Inspector-- A. H. Gruenstein, McHenry.
7. Derail Switches-- Dasey.....House Track, East End. Shepard.....Siding, East End. Binford.....Elevator Track, Both Ends.

Rule when ours hour

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. Fifteen (15) miles per hour passing telegraph offices where orders are received. Engines--Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour. Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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-b) 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.

per cept 3-10, -five

hour.

- 1. Bridge and Engi
Engines class A, Z
- 2. Speed Restrictic
All trains five (5)
Crossing West of
Engines class T in
- 3. Special Stops, C
No. 752 will carry
- 4. Register Station
East Grand
Pembina.
- 5. Bulletin Station
- 6. Standard Time
- 7. Watch Inspecto
- 8. Derail Switches
Grand Fork

Fargo, N. Dak.
July 28, 1931.

ALL CONCERNED:

Correcting my circular dated July 27th, 1931.

Effective AUGUST 3rd, 1931 Agency at Voss,

N. Dak. will be re-established.

(RED L

- 1. At Tilden Junct
Towerman on du
lined for Great N
- 2. Extra Trains be
sion unless other
All N. P. extras ri
Falls for orders b
- 3. Bridge and Eng
Over Bridge 70,
Single header eng
Double header et
Engines class T s
- 4. Speed Restricti
- 5. Register Station
G. N. Junction.
Tilden Junction.
Carthage Junctio
Fertile.
- 6. Register Except
At G. N. Junct
register, Form 60
At Tilden Junct
furnished check
- 7. Bulletin Statio
- 8. Derail Switche
Delorme...
Dorothy...
Hill Top...
- 9. Commercial S

Smiesk ...
Kohler Spu
Walkerton.
- 10. Special Stops—
Nos. 129 and 13

By All Agents
All Supts
Five Officers
FRM-20
IRC-10
EID-10
W39
IL3
W53
E29
CH3

E. J. Hackenberg
Superintendent

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2. Special Stops, Connections, Etc.—

3. Register Stations—

Casselton.
Marion.

4. Bulletin Station—

Casselton.—Passenger depot.

5. Derail Switches—

Kathryn.....House Track, East End.
Nome.....House Track, West End.

TENTH SUBDIVISION.
(COOPERSTOWN BRANCH.)

1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.

2. 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.

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hour

3. Special Stops, Connections, Etc.—

4. Register Stations—

Sanborn.
McHenry.

5. Bulletin Station—

Valley City.

6. Watch Inspector—

A. H. Gruenstein, McHenry.

7. Derail Switches—

Dassy.....House Track, East End.
Shepard.....Siding, East End.
Binford.....Elevator Track, Both Ends.

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.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour.
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive cranes will not exceed thirty (30) 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-b) 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.

- 1. Speed Restrict
hour between K
- 2. Special Stops,
Nos. 755 and 71
- 3. Clearance Except
Jet. or Great Bend.

... will not require clearance at Fairview

(25) miles per hour. Engines smaller than Class S-10, thirty-five (35) miles per hour.

per
cept
S-10,
-five

NORTHERN PACIFIC RAILWAY COMPANY
 FARGO DIVISION
 CIRCULAR NO. 87.

Fargo, July 15th, 1931.

ALL CONCERNED -

Effective July 16th, 1931, the present assignment of train and engine crews on the local run operating between Casselton and Jamestown will be cancelled and effective same date Trains 761 and 762 will operate between Dilworth and Jamestown as per Time Table No. 62.

E. J. Hackenberg,
 Superintendent

Fo	Dh	Rh	\$	Jy	Rh	Ca	Vy
Agts	Dh	Mhd	Fo	Hg	Ma	Ca	
EJH-2	EHS-2	WJR	BEH	LJG	OMB		
PHM-15	EEN-3	EAM	EWV	OSH	TW		
File							

1. Bridge and Engines class A, J
2. Speed Restrict All trains five (5) Crossing West of Engines class T i
3. Special Stops, No. 752 will car
4. Register Stat East Grand Pembina.
5. Bulletin Stat
6. Standard Tim
7. Watch Inspect
8. Derail Switche Grand For

(RED L

1. At Tilden Junc Towerman on du lined for Great N
2. Extra Trains be sion unless other All N. P. extras ru Falls for orders b
3. Bridge and Eng Over Bridge 70, B Single header en Double header en Engines class T at
4. Speed Restrictio
5. Register Station G. N. Junction. Tilden Junction. Carthage Junction Fertile.
6. Register Exceptio At G. N. Junction register, Form 602, At Tilden Junction furnished check of
7. Bulletin Station
8. Derail Switche. Delorme. Dorothy. Hill Top.
9. Commercial Spu Smisek. Kohler Spur. Walkerton.
10. Special Stops— Nos. 129 and 130 w

1. Speed Restriction hour between Keyst
2. Special Stops, Co Nos. 755 and 756 w
3. Clearance Exceptions—Nos. 755 and 756 will not require clearance at Fairview Jet. or Great Bend.

2. Special Stops, Connections, Etc.—

3. Register Stations—
 Casselton.
 Marion.

4. Bulletin Station—
 Casselton.—Passenger depot.

5. Derail Switche—
 Kathryn. House Track, East End.
 Nome. House Track, West End.

TENTH SUBDIVISION.
 (COOPERSTOWN BRANCH.)

1. Doubling Track—At M. P. 30, capacity 13 cars, switch at both ends.

2. 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 8-10, thirty (30) miles per hour. Engines smaller than class 8-10, thirty-five (35) miles per hour.

3. Special Stops, Connections, Etc.—

4. Register Stations—
 Sanborn.
 McHenry.

5. Bulletin Station—
 Valley City.

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

7. Derail Switche—
 Dasey. House Track, East End.
 Shepard. Siding, East End.
 Binford. Elevator Track, Both Ends.

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.
 Fifteen (15) miles per hour passing telegraph offices where orders are received.
 Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W1, W3, W4 and W5, forty (40) miles per hour.
 Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
 Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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-b) 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.

thirty (30) miles per hour, except between Eastedge and Hastings, twenty-five (25) miles per hour. Engines smaller than Class 8-10, thirty-five (35) miles per hour.

per

cept

J-10,

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS—Continued.

- 7. 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 employees, fully competent and equipped to do so.
- 8. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
- 9. 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.
- 10. Before occupied outfit cars are switched or handled, air brakes must be cut in.
- 11. IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:
When a train dispatcher desires to advance a train from 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.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
- 12. On all branch line sidings trains may expect to find cars at any time.

- 13. **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.
- 14. Derailed switches will be set in derail position when not in use.
- 15. Trains pulling into side tracks or leaving the main line at junction points, must pull entirely into clear of main line before stopping to pick up the man attending the switch.

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"	19'-10"	19'-6"	19'-2"	19'-0"	18'-9"	18'-6"	18'-4"	18'-2"	18'-2"	17'-10"	17'-7"	17'-4"	16'-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"	11'-6"
3rd	Subdivision.	Wadena Jct. to Oakes.	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-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"	11'-6"
5th	Subdivision.	E. Grand Forks to Winnipeg.	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-2"	19'-11"	19'-8"	19'-5"	19'-2"	19'-2"	19'-0"	18'-8"	18'-5"	20'-3"	20'-3"	20'-3"	11'-6"
6th	Subdivision.	Fertile to Carthage Jct.	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	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"	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"	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"	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"	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"	11'-6"

**AUTHORIZED SURGEONS.
LOCATION OF STRETCHERS (S)**

	TELEPHONE			TELEPHONE			TELEPHONE	
	Office	Res.		Office	Res.		Office	Res.
DR. A. W. IDE, Chief Surgeon, St. Paul.			DR. H. J. MEUNIER, Oakes (S).	22	43	DR. G. B. RIBBLE, La Moure, N. D.	87-2	87-3
DR. M. A. SHILLINGTON,			DR. C. C. RASSMUSSEN, Fertile (S).	15	118	DR. L. B. GREENE, Edgeley, N. D.	31	98
DR. H. G. COLLIE,			DR. N. M. WATSON, Red Lake Falls.	2	2	DR. J. E. SCANLAN, Edgeley, N. D.	none	73
DR. B. I. DERAUF,			DR. A. A. KAHALA, Crookston (S).	277	277	Edgeley Station (S).		
DR. W. J. LUND,			DR. H. H. EDSTROM, Crookston (S).	11	526	DR. M. W. MIRACLE, Gackle, N. D.	46-2	46-3
DR. J. W. JESION,			DR. R. D. CAMPBELL, Grand Forks.	41	26	DR. S. ARTHUR NESSE, Nome, N. D.	31	
DR. F. H. ALLEN, Staples (S).	56	164	DR. G. M. WILLIAMSON, Grand Forks.	41	907	DR. S. ARTHUR NESSE, Nome, N. D.	32-2	32-3
DR. CHAS. REICHELDERFER, Staples.	22	93-W	DR. J. P. MILLER, Oculist, Grand Forks.	160	1466	DR. G. D. TODD, Litchville, N. D.	24	26
DR. J. M. COOK, Staples.			DR. F. C. SOPER, Dilworth, Minn. (S).	16	16	DR. J. P. MERRITT, Marion, N. D.		
DR. J. C. CORSE, Verndale.	11	11	DR. A. B. FIELD, Forest River.	31-W	200	DR. H. W. MILLER, Casselton, N. D.	16-W-2	16-W-3
DR. PAUL KENYON, Wadena (S).	137	133	DR. E. E. COUNTRYMAN, Grafton.	31-W	200	Casselton Baggage Room (S).		
DR. W. A. MILLER, N. Y. Mills.	75	30-1	DR. C. R. TOMPKINS, Grafton.	31-W	31-J	DR. H. W. CAMPBELL, Buffalo, N. D.		
DR. JOHN ESSER, Perham (S).	89	105	DR. H. M. WALDREN, Drayton.	M-9	L-9	DR. H. J. LEIGH, Tower City, N. D.	21	21
DR. H. C. OTTO, Frazee (S).	16	36	DR. C. B. HARRIS, Pembina (S).	33	68	DR. E. B. CROSBY, Oriska, N. D.	25-W	25-W
DR. J. E. CARMAN, Detroit Lakes (S).	108	112	DR. J. F. McKAY, Bowesmont.	J-18	L-18	DR. E. A. PRAY, Valley City, N. D.	177	275
DR. R. A. SCOTT, Detroit Lakes (S).	39	229	DR. ROLFE TAINTER, Oculist, Fargo, N. D.	400	625	DR. S. A. ZIMMERMAN, Valley City, N. D. (Alternate).	6	366
DR. R. M. GUNDERSON, Lake Park (S).	47-2	56	DR. G. C. FOSTER, Oculist, Fargo.	6	422	Valley City Baggage Room (S).		
DR. C. W. SIMISON, Hawley (S).	20-W	20-J	DR. C. E. SPICER, Oculist, Valley City, N. D.	35	354	Sanborn Station (S).		
DR. W. H. ABORN, Hawley.	116	116	DR. O. F. GRIESS, Oculist, Jamestown, N. D.	17	17	DR. P. M. KELLOGG, Rogers, N. D.		
DR. A. J. LEWIS, Henning.	28	28	DR. F. C. SOPER, Dilworth, Minn. (S).			DR. L. ALMKLOV, Cooperstown, N. D.	231-C	146
DR. O. N. NELSON, Battle Lake.	63-W	63-J	Dilworth Car Shops (S).			DR. E. A. LeBIEN, McHenry, N. D.	32	51
DR. W. NELSON, Underwood.	4 call 362	16 call 1616	Dilworth Tool Car (S).			DR. A. J. LANG, Sanborn, N. D.		
DR. A. C. BAKER, Fergus Falls.	283	379	Dilworth Round House (S).			DR. W. A. GERRISH, Jamestown, N. D.	35	409
DR. E. W. RIMER, Breckenridge.	31	146	DR. G. L. GOSSLEE, Moorhead, Minn.	365-W	365-R	DR. P. G. ARZT, Jamestown, N. D.	25	879
DR. WILSON LANCASTER, Wahpeton (S).	3J	3M	DR. E. M. WATSON, Fargo, N. D.	400	3670	Jamestown Tool Car (S).		
DR. CARL T. OLSON, Wyndmere.	22-W	22-R	DR. G. A. CARPENTER, Fargo, N. D. Alternate.	400	198	Jamestown Store Room (S).		
DR. H. W. EMANUEL, Milnor.	11902	11903	Fargo Baggage Room (S).	1	1	DR. W. W. WOOD, Jamestown, N. D.	33	870
			DR. AARON STOLINSKY, Sheldon, N. D.	30	57			
			DR. T. C. PATTERSON, Lisbon, N. D.					
			Lisbon Station (S).					

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	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.....	Car Limit	Car Limit	3200	.....	3200	4200	5000
Westward.....	Casselton to Jamestown.....	3600	2900	2120	.....	Car Limit	Car Limit	Car Limit
SECOND—	Jamestown to Buffalo.....	5000	3950	2700	.....	2100	.....	.....
Eastward.....	Buffalo to Dilworth.....	Car Limit	Car Limit	Car Limit	.....	2600	.....	.....
EIGHTH—	Fargo to Woods.....	.....	3000	2500	2000	.....	2300	.....
.....	Woods to Leonard.....	.....	1500	1150	800	.....	2400	.....
.....	Leonard to Lisbon.....	.....	3000	2500	2000	.....	2500	.....
Westward.....	Lisbon to Elliott Spur.....	.....	1500	1150	800	.....	.....	.....
.....	Elliott Spur to La Moure.....	.....	2300	1850	1300	.....	.....	.....
.....	La Moure to Berlin Spur.....	.....	1500	1150	800	.....	.....	.....
.....	Berlin Spur to Edgeley.....	.....	1900	1500	1000	.....	.....	.....
.....	Edgeley to Streeter.....	.....	.....	1500	1000	.....	.....	.....
EIGHTH—	Streeter to Edgeley.....	.....	.....	2500	2000	.....	.....	.....
.....	Edgeley to La Moure.....	.....	3000	2500	2000	.....	.....	.....
.....	La Moure to Independence.....	.....	1750	1400	1100	.....	.....	.....
Eastward.....	Independence to Englevale.....	.....	2300	1850	1300	.....	.....	.....
.....	Englevale to Elliott Spur.....	.....	1500	1150	800	.....	.....	.....
.....	Elliott Spur to Lisbon.....	.....	Car Limit	Car Limit	Car Limit	.....	.....	.....
.....	Lisbon to Lisbon Spur.....	.....	1500	1100	800	.....	.....	.....
.....	Lisbon Spur to Fargo.....	.....	Car Limit	Car Limit	Car Limit	.....	.....	.....
NINTH—	Casselton to Myra.....	.....	.....	2500	2000	.....	.....	.....
.....	Myra to Embden.....	.....	.....	2000	1300	.....	.....	.....
Westward.....	Embden to Lucca.....	.....	.....	2200	1500	.....	.....	.....
.....	Lucca to Eastedge.....	.....	.....	1900	1000	.....	.....	.....
.....	Kathryn to Hastings.....	.....	.....	1500	800	.....	.....	.....
.....	Hastings to Marion.....	.....	.....	2500	2000	.....	.....	.....
NINTH—	Marion to Kathryn.....	.....	.....	Car Limit	Car Limit	.....	.....	.....
Eastward.....	Kathryn to Eastedge.....	.....	.....	1250	800	.....	.....	.....
.....	Eastedge to Casselton.....	.....	.....	Car Limit	Car Limit	.....	.....	.....
TENTH—	Sanborn to Hannaford.....	.....	.....	3000	2000	.....	.....	.....
Westward.....	Hannaford to Hannaford Spur.....	.....	.....	1500	800	.....	.....	.....
.....	Hannaford Spur to McHenry.....	.....	.....	2200	1500	.....	.....	.....
TENTH—	McHenry to Shepard.....	.....	.....	2200	1500	.....	.....	.....
Eastward.....	Shepard to Hannaford.....	.....	.....	1500	800	.....	.....	.....
.....	Hannaford to Sanborn.....	.....	.....	3000	2000	.....	.....	.....

Westward:	Class T	Class W	Class W-3 and W-5
	Tons	Tons	Tons
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	4500
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.	Per Hour
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.

C. V. BERGLUND,
Trainmaster.

R. G. KNIGHT,
Trainmaster.

B. H. HAMMER,
Trainmaster.

E. H. SHOWALTER,
Chief Dispatcher.

