

**MINNEAPOLIS, ST. PAUL & SAULT
STE. MARIE RAILROAD COMPANY**



MINNESOTA DIVISION

TIME TABLE

No. 181

**EFFECTIVE 12:01 A. M.
Sunday, Sept. 11th, 1949**

**For the government and information
of employees only.**

**I. L. FARDAL, Superintendent
W. M. CHRISTEL, Supt. Transportation
E. D. JONES, General Superintendent
R. L. SIMPSON, General Manager**

**MINNEAPOLIS, ST. PAUL & SAULT
STE. MARIE RAILROAD COMPANY**



MINNESOTA DIVISION

TIME TABLE

No. 181

**EFFECTIVE 12:01 A. M.
Sunday, Sept. 11th, 1949**

**For the government and information
of employees only.**

**I. L. FARDAL, Superintendent
W. M. CHRISTEL, Supt. Transportation
E. D. JONES, General Superintendent
R. L. SIMPSON, General Manager**

**MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILROAD COMPANY**



**MINNESOTA DIVISION
TIME TABLE
No. 181**

Effective 12:01 A. M. Sunday, Sept. 11th, 1949

I. L. FARDAL,
Superintendent

W. M. CHRISTEL,
Supt. Transportation

E. D. JONES,
General Superintendent

R. L. SIMPSON,
General Manager

FIRST SUBDIVISION — WESTWARD

MILE POST LOCATIONS	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	(ACTUAL) Distance from Minneapolis	6 (A)	1st CLASS			2nd CLASS			3rd Class
				105	109	3	73	161	89	77
				Passenger	Passenger	Passenger	Freight	Mixed	Freight	Way Freight
				Dly.Ex.Sun.	Daily	Daily	Daily	Dly.Ex.Sun.	Daily	Mon.Wed.Fri
	ST. PAUL	10.9	BDNKR		L 8.00 PM	L 9.35 PM				
Between 3rd Street and Robert Street be governed by The St. Paul Union Depot Co. rules. BETWEEN ST. PAUL AND MINNEAPOLIS BE GOVERNED BY C., M., ST. P. & P. RY. TIME TABLE.										
	MINNEAPOLIS	10.9 1.5	BDNK R	L 8.35 AM	s 8.25 8.40	s 10.05 10.25				
Between 6th Avenue South and 14th Avenue North be governed by N. P. and M. & St. L. Joint Terminal Time Table.										
Double Track	14th AVE. NORTH	1.5	DNJ VX	L 8.42 AM	L 8.47 PM	L 10.32 PM				
	CAMDEN PLACE	3.1		8.55	9.00	10.45				
3.4	SHOREHAM	5.4	BCDNHKO RTUVWXZ				L 12.15 AM		L 11.00 AM	L 7.00 AM
1.5	Marshall St.	3.5	XY							
1.1	CAMDEN PLACE	3.1	VX							
3.1	CAMDEN PLACE	3.1	DNJ RXY	8.55	9.00	10.45	L 12.25 AM		L 11.10 AM	L 7.10 AM
4.5	HUMBOLDT YD.	4.5	WX	8.59	9.04	10.49				
6.8	CRYSTAL	6.8	DNI							
7.2	M. N. & S. JCT.	7.2	IV	9.03	9.08	10.53	12.36		11.22	7.25
15.5	HAMEL	15.5	P	s 9.17	9.20	11.05	12.52		11.40	s 7.55
21.3	LORETTO	21.3	DNHW	s 9.28	9.27	11.12	1.02		11.50	s 8.20
26.5	ROCKFORD	26.5	D	s 9.36	9.33	11.18	1.10		11.59	s 8.30
36.6	BUFFALO	36.6	DN	s 9.50	9.45	s 11.31	1.28		12.18 PM	s 9.15
44.6	MAPLE LAKE	44.4	D	s 10.03	9.55	11.42	1.41		12.33	s 9.40
50.9	ANNANDALE	50.7	D	s 10.13	10.02	11.49	1.51		12.45	s 10.00
55.8	SOUTH HAVEN	55.6	CDN WX	s 10.25 ⁷⁷	s 10.12	s 11.59	2.03		1.00	s 10.25 ¹⁰⁵
61.0	KIMBALL	60.8	D	s 10.35	10.19	12.06 AM	2.15 ⁷⁰		1.10	s 10.45
66.4	WATKINS	66.2	D	s 10.44	10.25	12.13	2.25		1.20	s 11.00
73.3	EDEN VALLEY	73.1	D	s 10.55	10.33	12.21	2.35		1.31	s 11.15
82.6	PAYNESVILLE	82.4	DNW	s 11.09	s 10.47	12.32	2.50		1.46	s 11.55
84.2	G. N. CROSSING	84.1	IV							
89.5	REGAL	89.3	D	s 11.22	10.56	12.41	3.05		2.02 ¹⁰⁶	s 12.25 PM
93.5	GEORGEVILLE	93.3		s 11.28						s 12.35
97.7	BELGRADE	97.5	D	s 11.33	11.05	12.50	3.20		2.20	s 12.55
104.5	BROOTEN	104.3	DNJW XY	s 11.42	11.13	12.59 ⁷⁰	3.50 ⁴	L 11.30 AM	2.30	s 1.40 ¹⁰⁶
112.3	SEDAN	112.1		s 11.55	11.22	1.09	4.05	s 11.42	2.44	s 1.55
120.2	GLENWOOD	120.2	BCDNKOR VTWVZ	s 12.05 PM	s 11.32 PM	s 1.20 AM	4.20 ¹¹⁰	s 11.55 AM	3.00 PM	s 2.10 PM
				105	109	3	73	161	89	77

FIRST SUBDIVISION — EASTWARD

Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	Telegraph Calls	1st CLASS			2nd CLASS			3rd Class	Distance from Glenwood
			4	110	106	70	160	90	78	
			Passenger	Passenger	Passenger	Freight	Mixed	Freight	Way Freight	
			Daily	Daily	Dly. Ex. Sun.	Daily	Dly. Ex. Sun.	Daily	Tu. Thur. Sat.	
	ST. PAUL	U	A 7.15 AM	A 8.00 AM						131.1
Between Robert Street and 3rd Street be governed by The St. Paul Union Depot Co. rules. BETWEEN MINNEAPOLIS AND ST. PAUL BE GOVERNED BY C. M. ST. P. & P. RR. TIME TABLE.										
	MINNEAPOLIS 10.9 1.5	C	s 6.45 16.30	s 7.35 17.22	A 5.15 PM					120.2
Between 14th Avenue North and 6th Avenue South be governed by N. P. and M. & St. L. Joint Terminal Time Table.										
	Double Track { 14th AVE. NORTH 1.6		A 6.20 AM	A 7.12 AM	A 5.00 PM					118.7
	CAMDEN PLACE	CP	6.12	7.05	4.50					117.1
Yard	SHOREHAM 1.0	WS				A 4.20 AM		A 8.00 PM	A 12.45 PM	119.4
	Block Signals { Marshall St. 0.4									117.5
	CAMDEN PLACE	CP								117.1
Yard	CAMDEN PLACE 1.4	CP	6.12	7.05 ⁷⁷	4.50	A 4.05 AM		A 7.40 PM	A 12.35 PM	117.1
231	HUMBOLDT YD. 2.3		6.08	7.03	4.42					115.7
	CRYSTAL 0.4	CX								113.4
	M. N. & S. JCT. 8.3		6.04	6.59	4.35	3.55		7.25	12.20	113.0
69	HAMEL 5.8		5.53	6.48	f 4.22	3.40		7.10	f 12.05 PM	104.7
109	LORETTO 5.2	RA	5.45	6.41	s 4.12	3.30		7.00	f 11.50 ⁸⁹	98.9
89	ROCKFORD 10.0	RK	5.38	6.35	s 4.00	3.20		6.50	f 11.35	93.7
103	BUFFALO 7.9	BU	5.25	6.23	s 3.40	3.00		6.35	s 11.15	83.7
69	MAPLE LAKE 6.3	MK	5.14	6.12	s 3.24	2.45		6.20	s 10.55	75.8
69	ANNANDALE 4.9	DN	5.05	6.04	s 3.10	2.35		6.10	s 10.40	69.5
100	SOUTH HAVEN 5.2	SQ	4.55	5.54	s 2.57	2.25		6.00	s 10.25 ¹⁰⁵	64.6
68	KIMBALL 5.4	K	4.49	5.48	s 2.49	2.15 ⁷³		5.50	s 9.50	59.4
107	WATKINS 6.9	WT	4.42	5.42	s 2.40	1.59		5.40	s 9.35	54.0
85	EDEN VALLEY 9.3	V	4.34	5.34	s 2.31	1.49		5.30	s 9.20	47.1
102	PAYNESVILLE 1.7	SY	s 4.20	5.24	s 2.17	1.35		5.10	s 9.00	37.8
	G. N. CROSSING 5.2									36.1
88	REGAL 4.0	NI	4.09	5.16	f 2.02 ⁸⁹	1.22		4.52	s 8.30	30.9
	GEORGEVILLE 4.2				f 1.57				f 8.20	26.9
113	BELGRADE 6.8	BE	4.00	5.07	s 1.51	1.10		4.40	s 8.10	22.7
122	BROOTEN 7.8	NE	f 3.50 ⁷³	4.59	s 1.40 ⁷⁷	12.59 ³	A 6.30 AM	4.30	s 7.45	15.9
77	SEDAN 8.1		3.40	4.50	s 1.28	12.35	f 6.15	4.15	f 7.15	8.1
Yard	GLENWOOD	GO	L 3.30 AM	L 4.40 ⁷³ AM	L 1.15 PM	L 12.20 AM	L 6.00 AM	L 4.00 PM	L 7.00 AM	0.0
			4	110	106	70	160	90	78	

SECOND SUBDIVISION

WESTWARD

MILE POST LOCATIONS	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	(ACTUAL) Distance from Minneapolis	1st CLASS			2nd Class	3rd CLASS		Distance from Glenwood
			3	105	109	89	123	21	
			Passenger	Passenger	Passenger	Freight	Mixed	Way Freight	
			Daily	Dly. Ex. Sun.	Daily	Daily	Mon. Wed. Fri.	Tues. Thur. Sat.	
120.3	GLENWOOD	120.2	L 1.35 AM	L 12.25 PM	L 11.42 PM	L 5.20 PM		L 7.30 AM	0.0
121.6	WINNIPEG JCT.	121.5	1.38	12.28	A 11.45 PM	5.25		7.35	1.8
129.3	LOWRY	129.1	1.48	s 12.39 PM		5.40		s 8.00	8.9
134.9	FARWELL	134.8	1.55	s 12.49		5.50		s 8.15	14.6
139.3	KENSINGTON	139.2	2.01	s 12.57		6.00		s 8.30	19.0
145.2	HOFFMAN	145.0	2.09	s 1.07		6.10		s 9.00	24.8
152.7	BARRETT	152.5	2.20	s 1.19 PM		6.25		s 9.20	32.3
159.4	G. N. CROSSING	158.6							38.4
160.2	ELBOW LAKE	159.4	s 2.36	s 1.32		6.40		s 9.45	39.2
167.1	WENDELL	166.2	2.46	s 1.44		6.50		s 10.00	46.0
177.1	NASHUA	176.3	2.59	s 1.59		7.10		s 10.25	56.1
178.9	G. N. CROSSING	178.0							57.8
184.1	TENNEY	183.2	3.09	s 2.10		7.25		s 10.40	63.0
191.4	FAIRMOUNT	190.5	s 3.17	s 2.18		7.35	L 8.00 AM	s 11.00 PM	70.3
195.2	F. & V. JCT.	194.3	3.35	2.28		7.45	A 8.05 AM	11.46	74.1
197.4	OSWALD	196.5	3.38	2.31		7.50		f 11.55 PM	76.8
205.6	HANKINSON	204.7	s 4.00	s 2.45		8.20		s 1.00 PM	84.5
213.3	MANTADOR (W & E)	212.4	4.15	s 2.58		8.35		s 1.30	92.2
220.2	MOSELLE	219.3	4.25	3.08		8.46		f 1.45	99.1
223.6	WYNDMERE	222.7	s 4.30	s 3.13		8.51		s 1.55	102.5
235.5	McLEOD	234.6	4.50	s 3.29		9.10		s 2.40	114.4
245.1	VENLO	244.2	5.03	f 3.41		9.25		f 2.55	124.0
248.9	ANSELM	248.0	5.08	f 3.46		9.31		f 3.01	127.8
252.6	N. P. CROSSING	251.7	5.13	3.52					131.5
257.3	ENDERLIN	256.4	A 5.20 AM	A 4.00 PM		A 9.50 PM		A 3.20 PM	136.2
			3	105	109	89	123	21	

WESTWARD—SIXTH SUBDIVISION—EASTWARD

MILE POST LOCATIONS	(ACTUAL) Distance from Minneapolis	3rd Class		TIME TABLE No. 181 Sunday, Sept. 11th, 1949	Telegraph Calls	6 (A)	3rd Class		Distance from Grenville
		123					122		
		Mixed					Mixed		
		Monday Wednesday Friday					Tuesday Thursday Saturday		
	194.3	L 8.05 AM		F. & V. JCT.		P	A 10.30 AM		83.4
201.1	201.1	f 8.25		LaMARS (W 2.9 M. E.)		H	f 10.05		76.6
208.8	208.8	s 8.50		ROSHOLT	RH	D	s 9.50		68.9
213.8	213.8	s 9.10		VICTOR	VI	D	s 9.30		63.9
218.3	218.3	s 9.25		NEW EFFINGTON	NF	DW	s 9.19		59.4
227.3	227.3	s 9.55		CLAIRE CITY	CY	D	s 8.57		50.4
236.3	236.3	s 10.45		VEBLEN	J	CDY	s 8.35		41.4
246.1	246.1	s 11.25		HILLHEAD	HI	D	s 7.55		31.6
254.1	254.1	s 11.53		LAKE CITY	KC	DW	s 7.30		23.6
261.9	261.9	s 12.21 PM		EDEN	DE	D	s 7.05		15.8
271.5	271.5	s 12.55		ROSLYN	RY	D	s 6.35		6.2
277.7	277.7	A 1.20 PM		GRENVILLE	GV	DRWY	L 6.15 AM		0.0
		123					122		

SECOND SUBDIVISION — EASTWARD										
Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	Telegraph Calls	6 (A)	1st CLASS			2nd Class	3rd CLASS		Distance from Enderlin
				106	4	110	90	20	122	
				Passenger	Passenger	Passenger	Freight	Way Freight	Mixed	
				Dly. Ex. Sun.	Daily	Daily	Daily	Mon. Wed. Fri.	Tues. Thur. Sat.	
Yard	GLENWOOD	GO	BCDNKO RTWXZV	A 12.55 PM	A 3.15 AM	As 4.30 AM	A 2.30 PM	A 12.20 PM		136.2
	1.3 WINNIPEG JCT.		UX	12.50	3.08	L 4.25 AM	2.20	12.15		134.9
109	7.6 LOWRY	WY	D	s 12.39 ¹⁰⁵	2.55		2.05	s 12.01 PM		127.3
69	5.7 FARWELL	F	D	s 12.27	2.47		1.55	s 11.50		121.6
87	4.4 KENSINGTON	KS	D	s 12.19	2.40		1.45	s 11.40		117.2
100	5.8 HOFFMAN	UN	CDWX	s 12.10 PM	2.32		1.35	s 11.25		111.4
82	7.5 BARRETT	B	D	s 11.58	2.20 ³		1.19 ¹⁰⁵	s 11.00		103.9
	6.1 G. N. CROSSING		I							97.8
102	0.8 ELBOW LAKE	BK	DN	s 11.45	s 2.00		1.00	s 10.45		97.0
84	0.8 WENDELL	WD	DW	s 11.37	1.51		12.50	s 10.30		90.2
127	10.1 NASHUA	CN	D	s 11.22	1.39		12.30	s 10.10		80.1
	1.7 G. N. CROSSING		I							78.4
69	5.2 TENNEY	NY	D	s 11.11	1.29		12.20	s 9.55		73.2
108	7.3 FAIRMOUNT	FR	BCDNKRUV XY	s 11.00 ²¹	s 1.19		12.10 PM	s 9.40	A 10.35 AM	65.9
	3.8 F. & V. JCT.		P	10.50	1.04		11.59	9.05	L 10.30 AM	62.1
71	2.2 OSWALD			10.47	1.01		11.55 ²¹	f 9.00		59.9
111	8.2 HANKINSON	FH	BCDNJKRT UWX	s 10.35	s 12.50		11.40	s 8.45		51.7
73	7.7 MANTADOR (W 5 E)	MD	D	s 10.18	12.30		11.15	s 8.05		44.0
	6.9 MOSELLE			10.08	12.21		11.05	f 7.50		37.1
74	3.4 WYNDMERE	WM	DU	s 10.03	s 12.16 AM		11.00	s 7.45		33.7
93	11.9 McLEOD	MC	DW	s 9.46	11.58		10.40	s 7.19		21.8
	9.6 VENLO			f 9.33	11.47		10.25	f 6.56		12.2
83	3.8 ANSELM			f 9.28	11.42		10.20	f 6.50		8.4
	3.7 N. P. CROSSING		UV							4.7
Yard	4.7 ENDERLIN	U	BCDNKRT OWX	L 9.15 AM	L 11.30 PM		L 10.00 AM	L 6.30 AM		0.0
				106	4	110	90	20	122	

WESTWARD - EIGHTH SUBDIVISION - EASTWARD									
MILE POST LOCATIONS	(ACTUAL) Distance from Minneapolis	2nd Class		TIME TABLE No. 181 Sunday, Sept. 11th, 1949		Telegraph Calls	6 (A)	2nd Class	
		281	Mixed					280	Mixed
		Dly. Ex. Sun.						Dly. Ex. Sun.	
341.0	340.1	L 2.05 PM		WISHEK		H	BCDJKR TWXY	A 11.30 AM	
351.5	350.6	s 2.30		10.5 DANZIG				s 11.00	
360.8	359.9	s 3.20		9.3 ASHLEY		HA	D	s 10.40	
369.6	368.7	s 3.50		8.8 VENTURIA		VN	D	s 10.15	
379.3	378.4	s 4.20		9.7 MADRA			UV	s 9.50	
385.2	384.3	s 4.35		5.9 ARTAS		US	D	s 9.30	
398.5	397.6	s 5.10		13.3 HERREID		SJ	DW	s 9.00	
411.1	410.2	A 5.40 PM		12.6 POLLOCK		CK	BCDRY	L 8.30 AM	
		281						280	

WESTWARD

THIRD SUBDIVISION

EASTWARD

MILE POST LOCATIONS	3rd Class	2nd Class	1st CLASS		(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949		Telegraph Calls	6 (A)	1st CLASS		2nd Class	3rd Class	Distance from Enderlin
	31	89	107	3							108	4	90	30	
	Way Freight	Freight	Passenger	Passenger							Passenger	Passenger	Freight	Way Freight	
	Mon. Wed. Fri.	Daily	Dly. Ex. Sun.	Daily							Dly. Ex. Sun.	Daily	Daily	Tue. Thur. Sat.	
257.3	L 7.15 AM	L 12.05 AM	L 6.45 AM	L 5.50 AM	256.4	Yard	ENDERLIN	8.0	U	BCDNK ORTWX	As 3.25 PM	As 11.00 PM	As 5.20 AM	As 1.30 PM	0.0
265.3	s 7.35	12.25	s 6.56	6.01	264.4	69	LUCCA	5.2	CU	DU	s 3.10	10.48	5.05	s 1.15	8.0
270.5	s 7.50	12.40	s 7.07	6.10	269.6	70	FINGAL	5.7	G	D	s 3.00	10.37	4.50	s 1.00	13.2
276.2	f 8.05	12.50	f 7.16	6.18	275.3		CUBA	3.6	BA	D	s 2.50	10.30	4.40	f 12.45	18.9
279.8	8.15	1.00	7.21	6.23	278.9	66	SIDING NO. 280	7.4			2.44	10.25	4.30	12.35	22.5
287.1	s 9.00	1.20	s 7.40	s 6.45	286.3	107	VALLEY CITY	13.7	Q	DNVW	s 2.30	s 10.10	4.10	s 12.05 PM	29.9
300.8	s 9.30	1.50	s 7.58	7.03	300.0	69	ROGERS	5.9	OD	DUVWY	s 2.13	9.54	3.50	s 11.40	43.6
306.7	s 10.00	2.05	s 8.10	7.14	305.9	71	LEAL	8.2	FA	D	s 2.02	9.45	3.40	s 11.20	49.5
314.9	s 10.20	2.20	s 8.22	7.25	314.1	68	WIMBLETON	6.2	W	DMV	s 1.50	9.35	3.25	s 11.05	57.7
321.1	s 10.40	2.35	s 8.32	7.33	320.3	70	COURTENAY	9.6	CO	D	s 1.39	9.27	3.10	s 10.40	63.9
330.7	s 11.00	2.50 90	s 8.44	s 7.45	329.9	125	KENSAL	13.0	KN	CDWX	s 1.25	9.15	2.50 89	s 10.15	73.5
343.7	s 11.50	3.20	s 9.05	8.05	342.9	47	BORDULAC	8.7	BD	D	s 1.05	8.56	2.15	s 9.40	86.5
352.4	s 12.50 108 PM	3.45	s 9.20 30	s 8.25	351.6	125	CARRINGTON	0.9	RI	DNWX	s 12.50 31	s 8.45	2.00	s 9.20 107	95.2
353.3					352.5		N. P. CROSSING	6.7		UVX					96.1
360.0	f 1.15	4.05	f 9.33	8.35 30	359.2		LEMERT	7.5			f 12.35	8.30	1.35	f 8.35 3	102.8
367.5	s 1.30	4.20	s 9.45	8.45	366.7	69	CATHAY	5.7	DS	D	s 12.24	8.21	1.20	s 8.15	110.3
373.2	s 1.45	4.30	s 9.55	8.53	372.4		EMRICK	6.6	CJ	D	s 12.15	8.14	1.10	f 8.00	116.0
379.8	s 2.15	4.40	s 10.07	s 9.02	379.0	125	FESSENDEN	6.4	FS	D	s 12.05 PM	s 8.06	1.00	s 7.40	122.0
386.2	s 2.30	4.50	s 10.17	9.10	385.4	49	MANFRED	10.2	R	D	s 11.54	7.57	12.50	f 7.20	129.0
396.5	A 2.45 PM	A 5.10 AM	s 10.30 AM	s 9.25 AM	395.6	Yard	HARVEY		HO	BCDNK RTWX	L 11.40 AM	L 7.45 PM	L 12.30 AM	L 7.00 AM	139.2
	31	89	107	3							108	4	90	30	

WESTWARD

TENTH SUBDIVISION

EASTWARD

MILE POST LOCATIONS	3rd Class	2nd CLASS		1st Class	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949		Telegraph Calls	6 (A)	1st Class	2nd CLASS		3rd Class
	291	271	275	259							258	270	274	290
	Way Freight	Mixed	Mixed	Passenger							Passenger	Mixed	Mixed	Way Freight
	Mon. Wed. Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Mon. Wed. Fri.
419.5	L 9.40 AM			L 11.40 AM	418.6	Yard	DRAKE	8.4	DA	BCDNJKR OWXY	A 10.20 AM			A 5.15 PM
427.9	f 10.05 258			s 11.55	427.0		KIEF	8.5	KI	D	s 10.05 291			f 4.45
436.4	f 10.20			s 12.10 PM	435.5	46	BUTTE	6.4	DG	DW	s 9.50			f 4.25
442.8	f 10.40			s 12.20	441.9		KONGSBERG	6.9	KO	D	s 9.39			f 4.05
449.7	f 11.00			s 12.33	448.8	30	RUSO (W 2.7 Mi W)	7.7	RU	DW	s 9.27			f 3.45
457.4	f 11.30			s 12.49	456.5		BENEDICT	10.4	BC	D	s 9.11			f 3.15
467.8	A 11.55 AM	L 1.20 PM		A 1.05 PM	466.9	40	MAX	11.1	MA	BCDHJKR WXY	L 8.55 AM	A 8.15 AM		L 2.45 PM
478.9		s 1.50			478.0		DOUGLAS	8.9	GS	DW		s 7.45		
487.8		s 2.10			486.9		RYDER	4.7	RD	D		s 7.25		
494.5		s 2.25			493.7		MAKOTI	3.8	RF	D		s 7.10		
499.3		A 2.35 PM	L 2.35 PM		498.4	36	PRAIRIE JCT.	8.9		RY		L 7.00 AM	A 3.00 PM	
503.1			A 2.45 274 PM		502.2		PLAZA	8.9	Z	DW			L 2.50 275 PM	
499.3		L 3.00 PM			498.4		PRAIRIE JCT.	8.9		RY		A 7.00 AM		
502.6		s 3.10			501.7		WABEK	9.5	UK	D		s 6.50		
511.5		s 3.40			510.6	29	PARSHALL		AR	DW		s 6.30		
522.0		s 4.10			521.2		VAN HOOK		NK	D		s 6.05		
531.6		A 4.40 PM			530.7	Yard	SANISH		SA	BCDR WXY	L 5.40 AM			
	291	271	275	259							258	270	274	290

WESTWARD

FOURTH SUBDIVISION

EASTWARD

MILE POST LOCATIONS	3rd Class	2nd Class	1st CLASS		(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	Telegraph Calls	6 (A)	1st CLASS		2nd Class	3rd Class	Distance from Harvey
	41	89	107	3						108	4	90	40	
	Way Freight	Freight	Passenger	Passenger						Passenger	Passenger	Freight	Way Freight	
	Tue. Thu. Sat.	Daily	Daily Ex. Sun.	Daily						Daily Ex. Sun.	Daily	Daily	Mon. Wed. Fri.	
396.5	L 7.00 AM	L 6.45 AM	L 10.45 AM	L 9.40 AM	395.6	Yard	HARVEY	HO	BCDNK RTWX	A 11.20 AM	A 7.35 PM	A 11.00 PM	A 2.00 PM	0.0
405.6	s 7.20	7.05	s 11.00 ¹⁰⁸	9.53	404.8	100	MARTIN	MI	D	s 11.00 ¹⁰⁷	7.22	10.42	s 1.40	9.2
412.8	s 7.50	7.18	s 11.12	s 10.03	412.0	51	ANAMOOSE	SN	D	s 10.46	s 7.12	10.30	s 1.20	16.4
419.5	s 9.00	7.45	s 11.20 11.40	s 10.15 ¹⁰⁸	418.7	88	DRAKE	DA	BCDNJK ORWXY	s 10.35 10.15	s 7.00	10.15	s 12.45 PM	23.1
427.4	s 9.20	8.00	s 11.53 ⁴⁰	10.26	426.6	52	BALFOUR	BO	D	s 10.04	6.41	9.30	s 11.53 ¹⁰⁷	31.0
436.8	s 9.50 ¹⁰⁸	8.15	s 12.05 PM	10.38	436.0		BERGEN	GN	D	s 9.50 ⁴¹	6.28	9.10	s 11.20	40.4
442.6	s 10.05 11.35	8.22	s 12.12	10.45 ⁴⁰ 41	441.8	100	VOLTAIRE	VO	CDWXYV	s 9.41	6.20	9.00	s 10.45	46.2
447.6	s 12.01 PM	8.30	s 12.25	s 11.00	446.9	60	VELVA	VA	D	s 9.31	s 6.06	8.40	s 10.30	51.3
453.7	s 12.15	8.39	s 12.35	11.08	452.9	69	SAWYER	WR	D	s 9.23	5.56	8.30	s 10.10	57.3
459.9	f 12.30	8.48	f 12.44	11.15	459.1		LOGAN			f 9.14	5.48	8.20	f 9.55	63.5
467.0	12.55 ¹⁰⁷	9.00 ⁴⁰ 9.40 ¹⁰⁸	12.55 ⁴¹	11.24	466.2	99	SIDING 466		X	9.05 ⁴⁰ 89	5.40	8.00	9.40 ⁸⁹ 108	70.6
468.9	s 1.20	9.50	A s 1.00 PM	s 11.45	468.1	22	MINOT	MN	RBDNIK VWXYZ	L 9.00 AM	s 5.25	7.05	s 8.50	72.5
476.5	s 1.37	10.05		s 11.57	475.7	55	BURLINGTON	BR	D		s 5.15	6.50	s 8.35	80.1
486.5	s 2.00	10.25		s 12.13 PM	485.7	99	FOXHOLM	OX	DW		s 5.02	6.30	s 8.15	90.1
494.9	s 2.15	10.40		s 12.27	494.1		CARPIO	DY	D		s 4.51	6.05	s 7.55	98.5
504.2	s 2.40	11.00		s 12.43	503.4	45	DONNYBROOK	DK	D		s 4.38	5.50	s 7.35	107.8
518.8	A 3.10 PM	11.30		s 1.10	518.0	70	KENMARE	KA	BCDJK ORTWX		s 4.20	5.20	L 7.00 AM	122.4
525.3		11.50		1.22	524.5	40	SPIRAL				4.06	5.00		128.9
529.9					529.1		G. N. CROSSING		I					133.5
530.9		11.59		s 1.33	530.1	45	BOWBELLS	WO	D		s 3.58	4.50		134.5
540.4		12.20 PM		s 1.45	539.6	77	FLAXTON	XN	BCDJKR WXY		s 3.45	4.35		144.0
550.2		A 1.00 PM		A 2.15 PM	549.4	Yard	PORTAL	FX	BCDNKR OTVWX		L 3.20 PM	L 4.00 PM		153.8
	41	89	107	3						108	4	90	40	

WESTWARD

NINTH SUBDIVISION

EASTWARD

MILE POST LOCATIONS	3rd Class	1st Class	(ACTUAL) Distance from Minneapolis	Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	Telegraph Calls	6 (A)	1st Class	3rd Class	Distance from Max
	67	257						260	68	
	Way Freight	Passenger						Passenger	Way Freight	
	Mon. Wed. Fri.	Daily Ex. Sun.						Daily Ex. Sun.	Tue. Thur. Sat.	
420.1	L 7.00 AM	L 5.45 AM	419.2	Yard	BISMARCK	SO	BCDNKR OTVWX	A 4.20 PM	A 12.50 PM	91.7
430.7	f 7.25	f 6.04	429.8		ARNOLD			f 3.56	f 12.20	81.1
438.1	s 7.40	f 6.17	437.2		BALDWIN	BN	DW	s 3.43	s 12.01 PM	73.7
447.6	s 8.05	s 6.35	446.7	35	WILTON	WN	DVXY	s 3.25	s 11.30	64.2
457.9	f 8.25	f 6.53	457.0		MERIDA			f 3.06	f 10.30	53.9
464.9	s 9.00	s 7.07	464.0	25	WASHBURN	WU	DWXY	s 2.53	s 10.10	46.9
471.0	s 9.15	s 7.19	470.1		FALKIRK	FK	D	s 2.41	s 9.40	40.8
477.8	s 9.50	s 7.32	476.9		UNDERWOOD	UD	CDW	s 2.29	s 9.20	34.0
481.5	s 10.30	s 7.40	480.6		RIVERDALE JCT.	RJ	DVYZX	s 2.21	s 9.10	30.3
485.1	s 10.40	s 7.48	484.2		COLEHARBOR	CH	D	s 2.13	s 8.55	26.7
491.9	f 10.55	8.00	491.0	38	CUSTER		X	2.04	f 8.30	19.9
497.3	s 12.30 PM	s 8.10 ⁶⁸	496.4	41	GARRISON	GR	DWXY	s 1.55	s 8.10 ²⁵⁷	14.5
511.8	A 1.00 PM	A 8.35 AM	510.9	40	MAX	MA	BCDHJ KRWXY	L 1.25 PM	L 7.15 AM	0.0
	67	257						260	68	

WESTWARD - FIFTH SUBDIVISION - EASTWARD

MILE POST LOCATIONS	(ACTUAL) Distance from Minneapolis	2nd Class		1st Class		Siding Capacity	TIME TABLE No. 181 Sunday, Sept. 11th, 1949	Telegraph Calls	6 (A)	1st Class		2nd Class	
		51		141						140		52	
		Mixed		Passenger						Passenger		Mixed	
		Tue. Thu. Sat.		Mon. Wed. Fri.						Tue. Thu. Sat.		Mon. Wed. Fri.	
540.4	539.6	L 2.00 PM	L 2.00 PM	Yard	FLAXTON -9.9	XN	BCDJKR WXY	A 11.45 AM	A 1.00 PM				
550.3	549.5	f 2.20	f 2.20	42	RIVAL -7.8			f 11.24	f 12.40				
558.1	557.3	s 2.45	s 2.39	34	COLUMBUS -12.0	CB	D	s 11.06	s 12.20 PM				
570.1	569.3	s 3.15	s 3.04	34	KERMIT -11.4			s 10.40	s 11.50				
581.5	580.7	s 3.50	s 3.29	29	CROSBY (W 2 M. W) -9.3	CR	D	s 10.16	s 11.20				
590.8	590.0	s 4.20	s 3.50	33	AMBROSE -6.4	RO	D	s 9.52	s 10.25				
597.2	596.4	s 4.35	s 4.06	38	COLGAN -7.7	CG	D	s 9.37	s 10.10				
604.9	604.1	s 5.00	s 4.22	47	FORTUNA -6.5	FN	CD	s 9.19	s 9.50				
611.4	610.6	s 5.25	s 4.38	42	ALKABO -8.8	AB	D	s 9.03	s 9.20				
620.2	619.4	s 6.00	s 4.57	40	WESTBY -8.8	BY	DW	s 8.44	s 9.00				
624.0	623.2	s 6.15	s 5.05	35	McELROY -6.1	MY	D	s 8.37	s 8.45				
630.1	629.3	s 6.30	s 5.19		COMERTOWN -8.0	CM	D	s 8.24	s 8.25				
638.1	637.3	s 6.50	s 5.37	42	DOOLEY -8.7	DU	D	s 8.07	s 8.05				
646.8	646.0	s 7.10	s 5.57	42	RAYMOND -9.5	ND	DW	s 7.48	s 7.45				
656.3	655.5	s 7.40	s 6.18	40	OUTLOOK -8.0	HN	CDY	s 7.27	s 7.20				
664.3	663.5	f 8.00	f 6.35	32	DALEVIEW -12.1			f 7.10	f 7.00				
676.4	675.6	A 8.30 PM	A 7.00 PM	40	WHITETAIL	WH	RWY BD	L 6.45 AM	L 6.30 AM				
		51	141					140	52				

WESTWARD-SEVENTH SUBDIVISION-EASTWARD

MILE POST LOCATIONS	(ACTUAL) Distance from Minneapolis	2nd Class		Siding Capacity	TIME TABLE		Telegraph Calls	6 (A)	2nd Class	
		251			250					
		Mixed			Mixed					
		Daily Ex. Sun.			Daily Ex. Sun.					
205.6	204.7	L 5.45 AM	L 7.20 PM	Yard	HANKINSON	FH	BCDNK RTUWJ	U	A 7.20 PM	
208.1	207.2				G. N. CROSSING					
212.8	211.9	f 6.10			STILES				f 6.52	
217.8	216.9	s 6.25		32	LIDGERWOOD	AD	D		s 6.36	
224.0	223.1	s 6.41			GENESEO	CI	D		f 6.20	
229.2	228.3	f 6.52			RANSOM		W		f 6.08	
235.0	234.1	f 7.05			PERRY				f 5.54	
241.4	240.5	s 7.20		33	FORMAN	FO	D		s 5.39	
248.4	247.5	s 7.40			COGSWELL	WA	D		s 5.18	
252.6	251.6	f 7.50			NICHOLSON				f 5.08	
258.6	257.7	f 8.02			HAMPLE				f 4.55	
263.9	263.0	s 8.40		40	OAKES	X	DTUV HWXC		s 4.42	
266.8	265.9				NORWAY					
271.9	270.9	f 9.05			CLEMENT				f 3.50	
280.7	279.8	s 9.32		45	FULLERTON	QN	D		s 3.31	
288.6	287.7	s 9.54		12	MONANGO XG		UV		s 3.11	
297.5	296.6	s 10.30		33	MERRICOURT	RTW	D		s 2.51	
310.2	309.3	s 11.30		48	KULM	RN	CDWY		s 2.21	
317.4	316.4	s 11.57			FREDONIA	FD	D		s 1.56	
323.0	322.2	f 12.12 PM			GUYSON				f 1.41	
330.6	329.7	s 12.35		48	LEHR	QR	D		s 1.25	
341.0	340.1	s 1.00 ²⁵⁰ 2.00 ²⁵¹	Yard		WISHEK	H	CDJKR TWYB		s 1.00 ²⁵⁰ 12.05 ²⁵¹ PM	
351.0	350.1	s 2.30			BURNSTAD	BS	D		s 11.40	
356.7	355.8	f 2.50			PETERS				f 11.20	
362.3	361.4	s 3.25		33	NAPOLEON	NP	CDW		s 11.00	
372.3	371.4	s 3.55			KINTYRE	N	D		s 10.10	
379.2	378.3	s 4.20			BRADDOCK	FT	DW		s 9.50	
391.3	390.1				N. P. CROSSING		U			
392.5	391.6	s 5.00			MOFFIT	MF	D		s 9.11	
398.5	397.6	f 5.15			BRITTON				f 8.56	
408.7	407.8	f 5.40			STEWARTDALE		I		f 8.31	
417.9	417.0				N. P. CROSSING					
430.1	419.2	A 6.20 PM	Yard		BISMARCK	SO	CDKERO TYWXB		L 8.00 AM	
		251							250	

SPECIAL INSTRUCTIONS

S-5. At Hankinson, time of westward second subdivision trains applies at crossover switch, just east of junction switch, about 1,200 feet west of station.

Time of FIRST CLASS trains at Glenwood, Enderlin, Harvey, Portal and Max applies at station platform.

Leaving time at Enderlin of eastward trains, except first-class, applies at crossover switch opposite treating plant.

Main track Tenth Sub-division Drake terminates at clearance point at east end of No. 5 track.

6(A) U—railroad crossing not protected by signals, or gates.
SX—Regular stop weekdays, on flag Sundays.

8(A) Modified.

Electric lanterns of approved type, with red globe may be used for flagging purposes.

10(d). Amended.

White, instead of green and white — Flag stop.

19. Amended.

A train equipped with cupola light will display same by night; except when train is clear of main track it will be concealed.

19(B) QUALIFIED

This does not apply at final terminal yard where main track is used to dispose of train.

34. Amended.

On road diesels in freight service, head brakeman will, while train is moving over the road, ride in cab of forward unit. Fireman will not leave unless brakeman is present so that Rule No. 34 may be fully complied with.

S-72. SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class, EXCEPT

No. 89 is superior to No. 160.

No. 275 is superior to No. 274.

No. 291 is superior to No. 290.

S-83 D-83 INITIAL AND TERMINAL STATION

14th Ave. North is initial or terminal station for schedules of first-class trains.

Camden Place is initial or terminal station for all except first-class trains.

83(A)—REGISTER STATIONS "R" in column provided—

Camden Place	All trains by card.
Fairmount	Sixth subdivision trains only.
Hankinson	Seventh subdivision trains only.
Drake	Trains for which Drake is initial or terminal station only.
Minot	Trains for which Minot is initial or terminal station only.
Kenmare	Trains for which Kenmare is initial or terminal station, and, in addition Nos. 3 and 4 by card.
Flaxton	Trains for which Flaxton is initial or terminal station only.

83(B) INITIAL CLEARANCE FORM A

Need not be obtained at initial stations designated below—

14th Ave. North, F. & V. Junction, Prairie Jct.,
Winnipeg Jct., Plaza.

TURN AROUND STATION established by Form G, Example 3, train order, unless directed by train order to obtain clearance.

ADDITIONAL CLEARANCE PROVISIONS

Westward trains operating into CMStP&P station, Minneapolis, must obtain clearance from operator.

Westward first class trains must obtain initial clearance at Camden Place.

*91(A) BLOCK RULES

(1) These rules are not to be construed as affecting the rights of any train under time table or rules of the Operating Department. They do not relieve trainmen from necessity of flagging; nor do they relieve employees from full observance of general and special rules, special orders, instructions and bulletins governing movement and protection of trains.

(2) Absolute Block means that but one train will be permitted to occupy a block.

(3) Permissive Block means that more than one train may be permitted to occupy a block when moving in the same direction, under restrictions prescribed by these rules.

◆(4) Train order signals will be used as block signals.

When a train order signal is also used as block signal, a train may pass signal at Stop-indication to make station stop, to take fuel or water or to enter siding in advance of signal, provided track is seen or known to be clear.

(5) All trains, unless moved under authority of a Permissive Card, shall be spaced fifteen minutes.

(6) Trains following each other out of non-telegraph or closed block stations must keep 15 minutes apart.

(7) Operator will set signal at "stop" immediately after a train has passed signal and hold following trains until expiration of time-blocking period, unless such train is sooner released by issuance of Permissive Card, and clearance on signal, or signal ordered to "clear" by dispatcher on account of train ahead having cleared block. When a Permissive Card is issued its number must be placed on clearance, recorded and handled as prescribed in Operating Rule 221(C) for train orders.

(8) At Glenwood, Enderlin, Harvey, Minot and Portal operator may report a train as having arrived when he can see its markers, or when he has been advised by conductor that train has arrived.

At all other stations operator must not report a train as having arrived at his station unless markers of train have cleared signal, or train is on siding entirely in clear and operator so advised by conductor. At other stations, trains standing or switching on main track must not be considered or reported as clear unless have actually cleared block.

(9) Trains having cleared a block must not re-enter block except when protected as prescribed by Rule 99.

(10) An absolute block will be maintained between first class trains, between first class trains and passenger extras, and between passenger extras, except that a passenger train may proceed from the last block station on permissive card authority to close in at Glenwood, Enderlin, Harvey, Minot and Portal behind a passenger train ahead. (See paragraph 15)

A light engine must not be permitted into a block occupied by a passenger train in same direction except by train order authority. When a light engine is passed at a non-communicating station by a passenger train it must wait fifteen minutes, and then proceed at restricted speed to the next available point of communication.

(11) Permissive Cards may be used only by direction of train dispatcher.

(12) When a train is to proceed under Permissive Card, conductor and engineer must each have a card, Form 375.

(13) Permissive Cards will be designated by number and entered in train order book with train orders. Number, time made O.K., and Superintendent's initials must be endorsed on Permissive Card, and signed by operator before it becomes effective.

Permissive cards may be annulled by train order.

(14) Train dispatcher's authority for operator to issue card will be given in following manner:

"Card No. Train..... from.....
to..... O. K.....(Time).....Supt."

(15) When a passenger train is to proceed under permissive card, as prescribed in Paragraph (10) to close in at Glen-

91(A) Continued

wood, Enderlin, Harvey, Minot and Portal behind a passenger train, it must proceed at restricted speed from yard limit sign to station platform expecting to find block occupied within those limits.

Under all other circumstances, when a permissive card is issued to any train, it must proceed at restricted speed through entire block, expecting to find block occupied by train ahead; and when following a train carrying passengers must keep at least ten (10) minutes behind it.

(16) During stormy and foggy weather, conductors, engineers and operators must keep train dispatcher informed as to weather conditions in order that dispatcher may direct movement of trains accordingly.

(17) During storms and fog following rules will govern:

(a) Absolute Block will be maintained.

(b) No freight train may leave a station unless has time to arrive and report train clear at first open station in advance before a following passenger train is due to leave first open station in rear.

(c) Trains following each other out of closed stations must keep 30 minutes apart and following trains must proceed at restricted speed.

◆ Note—A block indicated by clearance or train order signal as clear, does not indicate that main track within yard limits is unoccupied.

*Rule 91(A) does not apply in automatic block territory—see rule 261.

93. YARD LIMITS

SHOREHAM — One continuous yard from Central Avenue to Northern Pacific connection at 14th Ave. North, and 5100 feet west of west siding switch of Humboldt Yard.

South Haven, from 4,500 feet east of extreme east switch to 1,000 feet west of extreme west switch.

Brooten, from 4,500 feet east of extreme east switch to 4,000 feet west of extreme west switch.

Glenwood, from 4,000 feet east of extreme east switch to 4,700 feet west of Winnipeg Jct.

Hoffman, from 4,000 feet east of extreme east switch to 6,000 feet west of extreme west switch.

Fairmount, from 4,000 feet east of extreme east switch to 4,700 feet west of the CMStP&P crossing.

Hankinson, from 4,000 feet east of extreme east switch on second subdivision to 5,000 feet west of G. N. crossing on second subdivision and to 5,950 feet west of extreme west switch on seventh subdivision.

Enderlin, 4,500 feet east of extreme east switch to 5,350 feet west of extreme west switch.

Kensal, from 5,300 feet west of extreme west switch to 2,000 feet east of extreme east switch.

Carrington, from 1,000 feet east of extreme east switch to 1,000 feet west of N. P. crossing.

Harvey, from 3,000 feet east of extreme east switch to 3,000 feet west of extreme west switch.

Drake, from 500 feet west of west wye switch on fourth subdivision to 1,683 feet east of Wpg. Divn. Switch on fourth subdivision, and to 500 feet west of the extreme west switch on tenth subdivision.

Voltaire, from 500 feet west of extreme west switch to 500 feet east of extreme east switch.

Minot, from 1,232 feet west of M. P. 472 to 500 feet east of extreme east switch of siding 466.

Kenmare, from 1,000 feet east of extreme east switch to 3,000 feet west of roundhouse track switch.

Flaxton, from 3,000 feet east of extreme east switch to 600 feet west of west wye switch on 4th subdivn. and to 3,000 feet west of wye switch on 5th subdivision.

Portal, to 3,000 feet east of extreme east switch.

Oakes, from 3,000 feet east of extreme east switch to 3,000 feet west of C. & N. W. transfer switch.

93. Kulm, from 2,000 feet east of extreme east switch to 3,000 feet west of extreme west switch.

Wishek, from 2,000 feet east of extreme east switch to 2,000 feet west of west wye switch on 7th Subdivision and to 2,000 feet west of wye switch on 8th Subdivision.

Bismarck, from Bismarck to East distant signal of interlocking plant on 7th sub-division and to one-half mile West of Jct. on 9th sub-division.

Wilton, from 1,200 feet east of extreme east wye switch to 1,250 feet west of extreme west switch.

Washburn, 3,000 feet west of extreme west switch to 3,000 feet east of extreme east switch.

Riverdale Jct., from 3,500 feet east of east scale track switch to 3,500 feet west of west house track switch.

Custer, from 5000 feet east of east switch to 5000 feet west of west switch of siding.

Garrison, from 3,400 feet east of extreme east switch to 3,300 feet west of stock track switch.

Max, on ninth Subdivision from 500 feet east of wye switch. On tenth Subdivision from 3,000 feet east of extreme east switch to 500 feet west of west wye switch.

Sanish to 500 feet east of east wye switch.

95. CLASSIFICATION SIGNALS

Displayed to Camden Place will be continued to Milwaukee Depot or Shoreham.

98. RAILROAD GRADE CROSSINGS

NOTE †Non-operating distant signals.

††Operating distant signals that do not indicate condition of the block in advance.

First Subdivision

Crystal	G. N.	Interlocked
†1.7 miles west of Paynesville.	G. N.	Auto. interlocked

Second Subdivision

1.3 miles west of Glenwood....	N.P.	Not interlocked
††0.8 mile east of Elbow Lake..	G. N.	Interlocked
†1.7 miles west of Nashua.....	G. N.	Auto. interlocked
Fairmount.....	C. M. St. P. & P.	Not interlocked
0.4 mile west of Hankinson...	G. N.	Not interlocked
Wyndmere	N. P.	Not interlocked
3.7 miles west of Anselm.....	N. P.	Not interlocked

Third Subdivision

Lucca	N. P.	Not interlocked
Rogers	N. P.	Not interlocked
†0.4 mile east of Wimbledon...	M. C.	Signalled
0.9 mile west of Carrington...	N. P.	Not interlocked

Fourth Subdivision

†0.3 mile west of Minot.....	G. N.	Interlocked
†1 mile east of Bowbells.....	G. N.	Auto. interlocked

Seventh Subdivision

2.5 miles west of Hankinson..	G. N.	Not interlocked
Oakes	C. & N. W.	Not interlocked
Monango Crossing.	C. M. St. P. & P.	Not interlocked
1.5 miles east of Moffit.....	N. P.	Not interlocked
†2.2 miles east of Bismarck....	N. P.	Interlocked

Eighth Subdivision

Madra.....	C. M. St. P. & P.	Not interlocked
------------	-------------------	-----------------

99. PROTECTION

Glenwood, for a distance of 193 feet between Winnipeg Jct. and main track switch located 50 feet east of N. P. crossing M. P. 121.56, movement of first-class trains must be made at restricted speed.

Winnipeg Jct., eastward trains on the time of a first-class train in same direction from adjoining division must leave a burning fusee at junction switch, unless it has been ascertained that such train has passed.

Bismarck, Nos. 257 and 260 must observe Rule 93, the same as is required of inferior trains.

Portal, first class trains must observe rule 93 the same as is required of inferior trains.

99. FLAG PROTECTION

Flagman must leave torpedoes when he returns to his train and must leave fusee by night, also by day when day signals cannot be plainly seen.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS AND AT END OF DOUBLE TRACK

Location	Switch Lined For
Camden Place	
At end of double track.....	Westward track
West Wye Switch — (Junction).....	Shoreham Line
Winnipeg Jct.	Minnesota Division
F. & V. Jct.....	Second Subdivision
Hankinson	Second Subdivision
Drake	Minnesota Division
Kenmare	Minnesota Division
Flaxton	Fourth Subdivision
Wishek	Seventh Subdivision
Bismarck	Seventh Subdivision
Max	Ninth Subdivision
Prairie Jct.	Max-Sanish Line

105. SIDING CAPACITY

As listed opposite stations, 165' clearance has been allowed at each end of siding, 92' allowed for engine, and 34' for caboose. Capacity of siding is then based on 46' average car-length.

105. HUMBOLDT YD. SIDING extends from Lyndale Ave. to west switch, Humboldt yd.

200. TRAIN ORDER SIGNALS

Brooten and Kenmare — Govern Minnesota Division trains only.

Hankinson — Governs second subdivision trains only.
Drake and Flaxton — Govern fourth subdivision trains only.

200. LIGHTS IN TRAIN ORDER SIGNALS

Lights will not be kept burning in train order signals on 5th, 6th, 7th, 8th, 9th and 10th subdivisions when operators are not on duty and trains must be governed by day indication of signals.

Where color light train order signals are in use, absence of light must be regarded as most restrictive indication that can be given by signal, as prescribed by Rule 27, except at Fingal where train order signal is equipped with reflectorized letter "C" which is displayed when office closed.

219. ISSUING ORDERS TO A TRAIN AFTER CLEARANCE HAS BEEN PLACED IN TRAIN ORDER DELIVERY DEVICE FOR THAT TRAIN:

When necessary to issue additional orders to a train to pick up from Train Order Delivery Device, clearance and train orders in device must first be removed by operator.

261. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

Trains and engines will be governed by block signals between M.N.&S. Jct. and West switch Humboldt Yd., also between Camden Place and end of double track at Marshall Street, and as to movements within these limits, block signal indications supersede superiority of trains.

523. SPRING SWITCHES FACING POINT LOCKED.

LorettoEast end of siding.
Eden ValleyWest end of siding.

523. SPRING SWITCH NOT FACING POINT LOCKED.

Marshall St.....West end of double track.

663. DUAL CONTROL SWITCH

MN&S Jct. To operate this switch by hand be governed by Rules 628 (B), 663(B), 663(C), and 663(D).

711. FREIGHT TRAINS AUTHORIZED TO CARRY PASSENGERS.

Trains designated "Way Freight" and "Mixed."

PROVISIONAL STOPS FOR REVENUE PASSENGERS

TRAINS Nos. 3 and 4

VOLTAIRE — will handle passengers when stop made at coal chute.

TRAINS Nos. 107 and 108

MILLER'S SPUR — on flag.

TRAIN No. 110

BROOTEN, BELGRADE, PAYNESVILLE, EDEN VALLEY, ANNANDALE, MAPLE LAKE AND BUFFALO — to discharge passengers from Thief River Falls and beyond.

TRAINS Nos. 122 and 123

HAMMER AND DAHLBERG, on flag.

ADDITIONAL STATIONS

	Spur Headed	(Actual) Distance from Minneapolis	Mile Post Locations
FIRST SUBDIVISION			
Spur No. 7	Eastward	7.1	7.1
THIRD SUBDIVISION			
Miller's Spur	Eastward	338.6	339.5
Spur No. 348	Eastward	347.9	348.8
Spur No. 391	Eastward	390.2	391.1
FOURTH SUBDIVISION			
Bison Spur	Westward	462.7	463.6
Minot Gravel Pit.....	Eastward	464.0	464.9
FIFTH SUBDIVISION			
Spur No. 547	Eastward	546.6	547.4
Siding No. 568	(Siding)	567.4	568.2
Bounty	Eastward	575.8	576.6
SIXTH SUBDIVISION			
Hammer	(Siding)	223.4	223.4
Dahlberg	Eastward	231.2	231.2
SEVENTH SUBDIVISION			
Spur No. 275	Eastward	274.2	275.1
Pen Spur	Westward	417.1	418.0

SPEED RESTRICTIONS

NOTE — That enginemen will have knowledge of maximum permissible PASSENGER TRAIN speed where normal authorized speed must be restricted, a sign with black numerals, and placed on right hand side of track, indicates that permissible speed beginning one-fourth mile (approximately 1300 feet) distant, corresponds in miles per hour to figures shown.

A sign with black letter "R", placed on right side of track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

ALL SUBDIVISIONS	Miles Per Hour	
	Passenger	Freight or Mixed
Over SPRING SWITCHES FACING POINT LOCKED, in moving against the points when set to diverge or trailing through, except where specifically restricted to a slower speed..	25	25
NOTE — Normal speed over these switches for facing point non-diverging movements is permissible.		
Over SPRING SWITCHES not equipped with FACING POINT LOCK	25	25
NOTE — Except where a different speed is specifically prescribed these restrictions must be observed regardless of position of switch.		
Through crossovers and through switches, except where another speed is prescribed.....	15	15
Approaching "19" indication train order signal until rear of train has passed, except where Train Order Delivery Devices are located.....	25	25
At stations where mail and newspapers are dispatched	25	
Disabled engines and dead engines, with side-rods in position.....	25	25
Disabled engines with disconnected side-rods	15	15
Engines operating under steam with side-rods off and main-rods connected	15	15
Steam locomotives backing up.....	20	20
*TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, steam derricks, pile drivers, cranes, etc., or short scale test car, not including scale test car X-870.....		25
On 1st, 2nd, 3rd & 4th subdivisions...		
On 5th, 6th, 7th, 8th, 9th and 10th subdivisions		20
TRAINS HANDLING ORE CARS:		
On 1st, 2nd, 3rd & 4th subdivisions:		
Containing ore, sand, gravel or rock		25
Containing other material, or empty		30
On 5th, 7th, 8th, 9th & 10th:		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		25
On 6th subdivision:		
Containing ore, sand, gravel or rock		20
Containing other material, or empty		20

*Loco. cranes X-81 and W-53, speed shown applies only when heavy end of crane is forward. Tender of crane must be ahead and trailer-flat behind crane. When lined up otherwise, handle only on special instructions.

Engines running forward without cars, or hauling only caboose, or rider coach, must observe Speed Restrictions prescribed for freight trains.

Passenger trains handling freight equipment must not exceed speed authorized for freight trains, unless otherwise provided.

Use caution in handling trains down grade and around curves, so uniform rate of speed will be maintained.

FIRST SUBDIVISION	Miles Per Hour	
	Passenger	Freight or Mixed
MAXIMUM SPEED	55	45
EXCEPTIONS:		
MP 1.3 — Over crossing at 26th Ave. North, Minneapolis	20	20
MP 1.8—Approaching and over Lowry Ave., from 1000 ft. in either direction	15	15
MP 1.8 to 3.1 — On reverse curves between Lowry Ave., and Camden Place	30	20
MP 3.1 to 3.5—Between Camden Place main track wye switches and spring switch near Marshall St., including Mississippi River Bridge.....	15	15
MP 3.15 to 3.93—Between and over the crossings of Lyndale and Humboldt Avenues North.....	12	12
MP 11—First and second curves east thereof betn. Crystal and Hamel...	45	45
MP 21—First curve east thereof just east of Loretto.....	45	45
MP 40—First curve west thereof betn. Buffalo and Maple Lake.....	40	40
MP 59—First curve east thereof betn. South Haven and Kimball.....	45	45
MP 84.2—G. N. crossing, 1.7 Mi. W. of Paynesville, between home signals..	20	20
MP 120.2 — Westward trains passing over first switch east of passenger station, Glenwood	25	25
SECOND SUBDIVISION		
MAXIMUM SPEED	55	45
EXCEPTIONS:		
MP 121.3—Eastward trains entering or passing over yard tracks east-bound yard, Glenwood.....	10	10
MP 121.6—NP crossing, Winnipeg Jct.	Stop	Stop
MP 159.4—GN crossing, 0.8 Mi. E. of Elbow Lake, between home signals	35	35
MP 178.9—GN crossing, 1.7 Mi. W. of Nashua, between home signals.....	20	20
MP 191.4—CMStP&P crossing, at Fairmount	Stop	Stop
MP 206.1—GN crossing, 0.4 Mi. west of Hankinson station	Stop	Stop
MP 211 to 212 — Between Wild Rice River bridge and west end of first curve west of bridge.....	45	35
MP 223.6—NP crossing, Wyndmere...	Stop	Stop
MP 252.6 — NP XG., 3.7 Mi. W. of Anselm	Stop	Stop

THIRD SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED	55	45
EXCEPTIONS:		
MP 265.3—NP crossing, Lucca.....	Stop	Stop
MP 284.0 to 286.0 — Between Siding 280 and Valley City	45	35
MP 294.0 to 297.0 — Between Valley City and Rogers	45	30
MP 300.8—NP crossing, Rogers.....	Stop	Stop
MP 314.5—MC crossing, Wimbledon, about ½ Mi. E. of station, between home signals	20	20
MP 330.7 Kensal, trains using siding over first crossing east of depot....	5	5
MP 337.0 to 338.0 — Between Kensal and Bordulac, on reverse curves....	45	30
MP 353.3 — NP crossing, Carrington, 0.9 Mi. W. of station.....	Stop	Stop
FOURTH SUBDIVISION		
MAXIMUM SPEED	55	45
EXCEPTIONS:		
MP 468.0 to 468.7 — in Minot Yard, Between 9th Street and 1st Street...	15	15
MP 469.2—GN crossing, Minot, 0.3 Mi. W. of station, between home signals	20	20
MP 520.0 to 524.0—Between Kenmare and Spiral	45	35
MP 529.9 — GN crossing, Bowbells, one Mi. E. of station, between home signals	20	20
FIFTH SUBDIVISION		
MAXIMUM SPEED	35	30
SIXTH SUBDIVISION		
MAXIMUM SPEED	30	30
EXCEPTIONS:		
MP 208.8 to 236.3 — Between Rosholt and Veblen	25	25
MP 236.3 to 277.7 — Between Veblen and Grenville	20	20
SEVENTH SUBDIVISION		
MAXIMUM SPEED	40	35
EXCEPTIONS:		
MP 341.0 to 379.2 — Between Wishek and Braddock	35	30
MP 208.1 — GN crossing, 2.5 Mi. W. of Hankinson	Stop	Stop
MP 263.9—C & NW crossing at Oakes	Stop	Stop
MP 288.6 — CMStP&P crossing at Monango	Stop	Stop
MP 391.0—NP crossing, 1.5 Mi. E. of Moffitt	Stop	Stop
MP 419.1 — NP crossing, 2.2 Mi. E. of Bismarck between home signals....	20	20

EIGHTH SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED	40	30
EXCEPTIONS:		
MP 378.9 — CMStP&P crossing at Madra	Stop	Stop
NINTH SUBDIVISION		
MAXIMUM SPEED	40	35
EXCEPTIONS:		
MP 420.4 to 458.0—Between Bismarck and Merida	35	30
MP 497.3 to 511.8—Between Garrison and Max.....	35	30
TENTH SUBDIVISION		
MAXIMUM SPEED	40	35
EXCEPTIONS:		
MP 436.4 to 503.1—Between Butte and Plaza	35	30

DIESEL LOCOMOTIVES:

Under no circumstances should Diesel locomotives pass through water which is deep enough to touch the bottom of the traction motor frames. When passing through water, always go at a very slow speed (2 or 3 miles per hour). Water deeper than three inches above top of rail is likely to cause damage to the traction motors.

Use of Mars headlight on engines so equipped—

The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required. The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

Engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed. The Mars red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight shall be extinguished and the standard white headlight turned on dim until opposing train is into clear on siding.

Use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

CLASS	N-20	L-1 L-2 L-4 L-20	F-11 F-12 F-22 F-23	F-9 F-10 F-21	H-3	H-1 J
Traction Power	63900	53900	43000	39500	36800	25600 32100

FROM TO		WESTWARD					
CAMDEN PLACE..	PAYNESVILLE....	3000	2640	1900	1675	1500	1150
PAYNESVILLE....	GLENWOOD.....	4000	3630	2750	2400	2225	1700
GLENWOOD.....	HANKINSON.....	4800	4400	3300	2900	2725	1950
HANKINSON.....	ENDERLIN.....	5760	5280	3800	3500	3275	2325
ENDERLIN.....	SIDING 280.....	3000	2640	1900	1675	1500	1150
SIDING 280.....	VALLEY CITY.....	5760	5280	3800	3500	3275	2325
VALLEY CITY.....	ROGERS.....	3000	2640	1900	1675	1500	1150
ROGERS.....	BORDULAC.....	4000	3630	2750	2400	2225	1700
BORDULAC.....	HARVEY.....	4800	4400	3300	2900	2725	1950
HARVEY.....	DRAKE.....	4600	4180	3200	2750	2525	1850
DRAKE.....	BALFOUR.....	3900	3410	2600	2250	2050	1475
BALFOUR.....	KENMARE.....	4560	4180	3200	2750	2525	1850
KENMARE.....	SPIRAL.....	3100	2715	2000	1850	1675	1200
SPIRAL.....	PORTAL.....	4560	4180	3200	2750	2525	1850
FLAXTON.....	DOOLEY.....	....	....	2750	2400	2225	1700
DOOLEY.....	WHITETAIL.....	....	....	1900	1675	1500	1150
FAIRMOUNT.....	ROSHOLT.....	....	....	2850	2500	....	1800
ROSHOLT.....	NEW EFFINGTON.....	....	....	1900	1775	....	1250
NEW EFFINGTON.....	HAMMER.....	....	....	1600	1475	....	950
HAMMER.....	VEBLEN.....	....	....	2650	2300	....	1600
VEBLEN.....	HILLHEAD.....	....	....	800	725	....	425
HILLHEAD.....	GRENVILLE.....	....	....	1600	1475	....	950

		EASTWARD					
PORTAL.....	DRAKE.....	5040	4600	3400	3050	2850	2050
DRAKE.....	HARVEY.....	5280	4800	3500	3200	2975	2150
HARVEY.....	KENSAL.....	5520	5050	3625	3350	3125	2250
KENSAL.....	VALLEY CITY.....	6760	6100	4400	4075	3800	2725
VALLEY CITY.....	SIDING 280.....	2900	2530	1800	1700	1575	1125
SIDING 280.....	ENDERLIN.....	6760	6100	4400	4075	3800	2725
ENDERLIN.....	NASHUA.....	5760	5280	3800	3500	3275	2325
NASHUA.....	GLENWOOD.....	5040	4600	3400	3050	2850	2050
GLENWOOD.....	CAMDEN PLACE..	5600	5050	3625	3350	3125	2250
WHITETAIL.....	DOOLEY.....	....	....	1700	1475	1300	1000
DOOLEY.....	FORTUNA.....	....	....	2650	2300	2125	1600
FORTUNA.....	CROSBY.....	....	....	2750	2400	2225	1700
CROSBY.....	COLUMBUS.....	....	....	3400	3050	2850	2050
COLUMBUS.....	FLAXTON.....	....	....	3900	3600	3300	2400
GRENVILLE.....	ROSLYN.....	....	....	1325	1225	....	800
ROSLYN.....	LAKE CITY.....	....	....	1600	1475	....	950
LAKE CITY.....	HILLHEAD.....	....	....	1825	1675	....	1150
HILLHEAD.....	HAMMER.....	....	....	2650	2300	....	1600
HAMMER.....	ROSHOLT.....	....	....	3200	2750	....	1850
ROSHOLT.....	LaMARS.....	....	....	3700	3350	....	1950
LaMARS.....	FAIRMOUNT.....	....	....	5300	4800	....	2800

NOTE:

Class F-12, 22, 23, H-3, 21, 22, 23 stoker equipped engines will handle 10% more than rating shown.

**LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS
BETWEEN ENGINE AND CABOOSE**

CLASS	H-1 J	F-9 F-10 F-21	F-11 F-12 F-22 F-23
Tractive Power	25600 32100	39500	43000

FROM TO WESTWARD				
HANKINSON.....	NICHOLSON.....	1675	2125	2350
NICHOLSON.....	OAKES.....	1250	1575	1725
OAKES.....	MERRICOURT...	1500	1950	2125
MERRICOURT...	WISHEK.....	1225	1550	1725
WISHEK.....	NAPOLEON.....	1400	1775	1950
NAPOLEON.....	BISMARCK.....	1600	2000	2200
BISMARCK.....	WILTON.....	1175	1500	1600
WILTON.....	UNDERWOOD....	1275	1800	1950
UNDERWOOD....	MAX.....	1425	1850	2000
DRAKE.....	MAX.....	1300	1650	1800
MAX.....	RYDER.....	1525	1950	2150
RYDER.....	SANISH.....	1675	2125	2300
WISHEK.....	ASHLEY.....	1400	1800	1950
ASHLEY.....	MADRA.....	1300	1650	1800
MADRA.....	POLLOCK.....	1675	2125	2300

EASTWARD

BISMARCK.....	BRADDOCK.....	1150	1525	1650
BRADDOCK.....	PETERS.....	1525	1950	2125
PETERS.....	WISHEK.....	1775	2300	2500
WISHEK.....	GUYSON.....	1275	1600	1750
GUYSON.....	MERRICOURT...	1900	2450	2700
MERRICOURT...	OAKES.....	2275	2950	3225
OAKES.....	NICHOLSON.....	1900	2450	2700
NICHOLSON.....	GENESEO.....	2425	3125	3400
GENESEO.....	HANKINSON.....	2525	3225	3500
MAX.....	COLEHARBOR...	1925	2475	2700
COLEHARBOR...	WASHBURN.....	1500	1950	2150
WASHBURN.....	WILTON.....	1025	1300	1425
WILTON.....	ARNOLD.....	1225	1650	1900
ARNOLD.....	BISMARCK.....	3100	3850	4150
SANISH.....	PRAIRIE JCT....	1450	1775	1950
PRAIRIE JCT....	RYDER.....	1600	1950	2125
RYDER.....	RUSO.....	1800	2350	2600
RUSO.....	BUTTE.....	2475	3175	3450
BUTTE.....	DRAKE.....	2725	3500	3800
POLLOCK.....	ASHLEY.....	1250	1575	1725
ASHLEY.....	WISHEK.....	1675	2125	2300

NOTE: Class F-12, 22, 23, H-3, 21, 22, 23, stoker equipped engines will handle 10% more than rating shown.

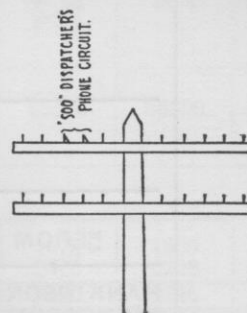
COMPANY SURGEONS

LOCATION	NAME	TITLE
Minneapolis.....	Dr. Frank R. Hirshfield.	Chief Surgeon
Minneapolis.....	Dr. L. C. Culligan.....	Asst. Chief Surgeon
Minneapolis.....	Dr. Vernon L. Lindberg.	Asst. Chief Oculist
St. Paul.....	Dr. E. M. Jones.....	Surgeon
St. Paul.....	Dr. R. O. Leavenworth..	Oculist
Annandale.....	Dr. A. M. Ridgway.....	Surgeon
Eden Valley.....	Dr. D. C. O'Connor.....	Surgeon
Belgrade.....	Dr. Geo. Engstrom.....	Surgeon
Glenwood.....	Dr. Edward A. Eberlin..	Surgeon
Enderlin.....	Dr. S. C. Bacheller.....	Exmg. Surgeon
Valley City.....	Dr. A. W. MacDonald...	Surgeon
Valley City.....	Dr. A. C. MacDonald...	Surgeon
Carrington.....	Dr. R. W. Meadows.....	Surgeon
Fessenden.....	Dr. D. W. Matthaël.....	Surgeon
Harvey.....	Dr. A. F. Hammergren..	Surgeon
Harvey.....	Dr. C. J. Beck.....	Surgeon
Minot.....	Dr. A. L. Cameron.....	Exmg. Surgeon
Minot.....	Dr. Clair Ingalls.....	Surgeon
Minot.....	Dr. A. D. McCannel.....	Oculist
Kenmare.....	Dr. David J. Halliday...	Surgeon
Crosby.....	Dr. C. O. McPhail.....	Surgeon
Oakes.....	Dr. R. W. Van Houten...	Surgeon
Kulm.....	Dr. F. W. Ferguson.....	Surgeon
Ashley.....	Dr. C. C. Campbell.....	Surgeon
Bismarck.....	Dr. P. L. Owens.....	Exmg. Surgeon
Bismarck.....	Dr. C. A. Arneson.....	Surgeon
Bismarck.....	Dr. W. L. Diven.....	Oculist
Garrison.....	Dr. R. H. Ray.....	Surgeon
Sanish.....	Dr. W. E. Blatherwick..	Surgeon
Wishek.....	Dr. J. H. Barrette.....	Surgeon

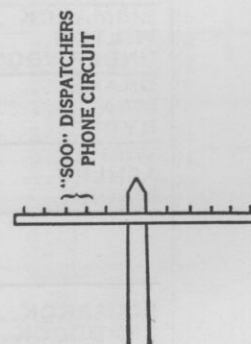
COMPANY WATCH INSPECTORS

LOCATION	NAME	TITLE
St. Paul.....	Ball R. R. Time Service...	Chief Inspector
St. Paul.....	Northern Watch Company.	Inspectors
St. Paul.....	C. J. and H. W. Anderson..	Inspectors
Minneapolis.....	Kaplan Jewelry Store.....	Inspectors
Minneapolis.....	Oscar Gustafson Co.....	Inspectors
South Haven.....	Agent.....	Agent
Fairmount.....	Agent.....	Agent
Hankinson.....	W. J. Chapin.....	Inspector
Enderlin.....	S. A. Smith.....	Inspector
Harvey.....	C. H. Nesbit.....	Inspector
Minot.....	Strass Bros.....	Inspectors
Kenmare.....	Gergie's Jewelry.....	Inspectors
Flaxton.....	Agent.....	Agent
Portal.....	Agent.....	Agent
Wishek.....	Agent.....	Agent
Bismarck.....	F. A. Knowles.....	Inspector
Max.....	Agent.....	Agent

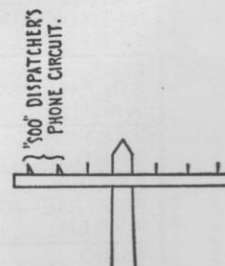
DISPATCHER'S PHONE WIRES (Face in the direction named)



LOOKING WESTWARD
CAMDEN PLACE TO WINNIPEG JCT.



LOOKING WESTWARD
WINNIPEG JCT. TO FAIRMOUNT



LOOKING WESTWARD
FAIRMOUNT TO ENDERLIN

TRAIN DISPATCHERS, ENDERLIN, N. D.

C. T. HARTHO
G. H. FLYNN

C. D. BRAZEL
J. A. DEKAY

F. W. PFEIFFER
D. E. STEINHAUS

R. B. SLOAN
A. F. BURKE, JR.

N. F. JULIUS, Chief Train Dispatcher
Enderlin, N. D.

W. O. SOLBERG, Trainmaster
Enderlin, N. D.

F. L. KOBLISKA, Trainmaster
Enderlin, N. D.

I. L. FARDAL, Superintendent
Enderlin, N. D.

Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour	Time of One Mile	Speed per Hour
M.S.	Miles	M.S.	Miles	M.S.	Miles	M.S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1



BE CAREFUL TODAY