

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 employes only.

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

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I. L. FARDAL,
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General Superintendent

R. L. SIMPSON,
General Manager

FIRST SUBDIVISION — WESTWARD

| MILE POST LOCATIONS | TIME TABLE | | (ACTUAL) Distance from Minneapolis | 1st CLASS | | | 2nd CLASS | | | 3rd Class | | | |
|---------------------|------------------|-------|--|-----------|-------------|-----------|-----------|---------|-------------|-----------|-------------|--|--|
| | No. 181 | | | 6 (A) | 105 | 109 | 3 | 73 | 161 | 89 | 77 | | |
| | Sunday, | | | | Passenger | Passenger | Passenger | Freight | Mixed | Freight | Way Freight | | |
| | Sept. 11th, 1949 | | | | 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.

| BETWEEN ST. PAUL AND MINNEAPOLIS | | 10.9 MINNEAPOLIS 1.5 | 0.0 | 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 | | | |
| | 1.6 CAMDEN PLACE | 8.1 | | | 8.55 | 9.00 | 10.45 | | | |
| 3.4 Dble Track | SHOREHAM | 5.4 | BCDNHKO RTUVWXZ | | | | | L 12.15 AM | | L 11.00 AM L 7.00 AM |
| | 1.9 (Marshall St.) | 3.5 | XY | | | | | | | |
| 1.5 1.1 | CAMDEN PLACE | 0.4 | Block Signals | 3.1 | VX | | | | | |
| | | | | | | | | | | |
| 3.1 | CAMDEN PLACE | 1.4 | | DNJ RXY | 8.55 | 9.00 | 10.45 | L 12.25 AM | | L 11.10 AM L 7.10 AM |
| 4.5 | HUMBOLDT YD. | 2.3 | | WX | 8.59 | 9.04 | 10.49 | | | |
| 6.8 | CRYSTAL | 0.4 | | DNI | | | | | | |
| 7.2 | M. N. & S. JCT. | 8.3 | | IV | 9.03 | 9.08 | 10.53 | 12.36 | 11.22 | 7.25 |
| 15.5 | HAMEL | 5.8 | | P | s 9.17 | 9.20 | 11.05 | 12.52 | 11.40 | 7.55 |
| 21.3 | LORETO | 5.2 | | DNHW | s 9.28 | 9.27 | 11.12 | 1.02 | 11.50 | s 8.20 |
| 26.5 | ROCKFORD | 10.0 | | D | s 9.36 | 9.33 | 11.18 | 1.10 | 11.59 | s 8.30 |
| 36.6 | BUFFALO | 7.9 | | DN | s 9.50 | 9.45 | s 11.31 | 1.28 | 12.18 | s 9.15 |
| 44.6 | MAPLE LAKE | 6.3 | | D | s 10.03 | 9.55 | 11.42 | 1.41 | 12.33 | s 9.40 |
| 50.9 | ANNANDALE | 4.9 | | D | s 10.13 | 10.02 | 11.49 | 1.51 | 12.45 | s 10.00 |
| 55.8 | SOUTH HAVEN | 5.2 | | CDN WX | s 10.25 | 78 s 10.12 | s 11.59 | 2.03 | 1.00 | s 10.25 |
| 61.0 | KIMBALL | 5.4 | | D | s 10.35 | 10.19 | 12.06 AM | 2.15 | 70 1.10 | s 10.45 |
| 66.4 | WATKINS | 6.9 | | D | s 10.44 | 10.25 | 12.13 | 2.25 | 1.20 | s 11.00 |
| 73.3 | EDEN VALLEY | 9.3 | | D | s 10.55 | 10.33 | 12.21 | 2.35 | 1.31 | s 11.15 |
| 82.6 | PAYNESVILLE | 1.7 | | DNW | s 11.09 | s 10.47 | 12.32 | 2.50 | 1.46 | s 11.55 |
| 84.2 | G. N. CROSSING | 5.2 | | IV | | | | | | |
| 89.5 | REGAL | 4.0 | | D | s 11.22 | 10.56 | 12.41 | 3.05 | 2.02 | 106 s 12.25 PM |
| 93.5 | GEORGEVILLE | 4.2 | | | s 11.28 | | | | | s 12.35 |
| 97.7 | BELGRADE | 6.8 | | D | s 11.33 | 11.05 | 12.50 | 3.20 | 2.20 | s 12.55 |
| 104.5 | BROOTEN | 7.8 | | DNJW XY | s 11.42 | 11.13 | 12.59 | 70 3 50 | 4 L 11.30 AM | 2.30 s 1.40 |
| 112.3 | SEDAN | 8.1 | | | s 11.55 | 11.22 | 1.09 | 4.05 | # 11.42 | 2.44 s 1.55 |
| 120.3 | GLENWOOD | | | BCDNKOR VTWXZ | A 12.05 PM | As 11.32 PM | As 1.20 AM | A 4.20 | 110 A 11.55 AM | A 3.00 PM A 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 1.5 | C | s 6.45 6.30 | s 7.35 7.22 | 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.

| | | | | | | | | | | |
|------|------------------------|----|---------------------------------|---------------------------|---------------------------------|---------------------------|-------------------|-----------|-----------------------------------|-------|
| | 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 1.9 | WS | | | | A 4.20 AM | | A 8.00 PM | A 12.45 PM | 119.4 |
| | 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 | LORETTA 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 AM | ⁷³ 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 | (ACTUAL) Distance from Minneapolis | 1st CLASS | | | 2nd Class | 3rd CLASS | | Distance from Glenwood |
|---------------------|--|-----------|---------------|------------------|------------|----------------|------------------|---------------------------|
| | | 3 | 105 | 109 | | 123 | 21 | |
| | | Passenger | Passenger | Passenger | Freight | Mixed | Way Freight | |
| | | Daily | Dly. Ex. Sun. | Daily | Daily | Mon. Wed. Fri. | Tues. Thur. Sat. | |
| 120.3 | GLENWOOD 1.3 | 120.2 | L 1.35 AM | 20 L 12.25 PM | L 11.42 PM | L 5.20 PM | | L 7.30 AM 0.0 |
| 121.6 | WINNIPEG JCT. 7.6 | 121.5 | 1.38 | 12.28 | A 11.45 PM | 5.25 | | 7.35 1.8 |
| 129.3 | LOWRY 5.7 | 129.1 | 1.48 | s 12.39 106 | | 5.40 | | s 8.00 8.9 |
| 134.9 | FARWELL 4.4 | 134.8 | 1.55 | s 12.49 | | 5.50 | | s 8.15 14.6 |
| 139.3 | KENSINGTON 5.8 | 139.2 | 2.01 | s 12.57 | | 6.00 | | s 8.30 19.0 |
| 145.2 | HOFFMAN 7.5 | 145.0 | 2.09 | s 1.07 | | 6.10 | | s 9.00 24.8 |
| 152.7 | BARRETT 6.1 | 152.5 | 2.20 | 4 s 1.19 90 | | 6.25 | | s 9.20 32.8 |
| 159.4 | G. N. CROSSING 0.8 | 158.6 | | | | | | 38.4 |
| 160.2 | ELBOW LAKE 6.8 | 159.4 | s 2.36 | s 1.32 | | 6.40 | | s 9.45 39.2 |
| 167.1 | WENDELL 10.1 | 166.2 | 2.46 | s 1.44 | | 6.50 | | s 10.00 46.0 |
| 177.1 | NASHUA 1.7 | 176.3 | 2.59 | s 1.59 | | 7.10 | | s 10.25 56.1 |
| 178.9 | G. N. CROSSING 5.2 | 178.0 | | | | | | 57.8 |
| 184.1 | TENNEY 7.3 | 183.2 | 3.09 | s 2.10 | | 7.25 | | s 10.40 63.0 |
| 191.4 | FAIRMOUNT 3.8 | 190.5 | s 3.17 | s 2.18 | | 7.35 | L 8.00 AM | s 11.00 106 70.8 |
| 195.2 | F. & V. JCT. 2.2 | 194.3 | 3.35 | 2.28 | | 7.45 | A 8.05 AM | 11.46 74.1 |
| 197.4 | OSWALD 8.2 | 196.5 | 3.38 | 2.31 | | 7.50 | | f 11.55 90 76.8 |
| 205.6 | HANKINSON 7.7 | 204.7 | s 4.00 | s 2.45 | | 8.20 | | s 1.00 PM 84.5 |
| 213.3 | MANTADOR (W 6 E) 6.9 | 212.4 | 4.15 | s 2.58 | | 8.35 | | s 1.30 92.2 |
| 220.2 | MOSELLE 3.4 | 219.3 | 4.25 | 3.08 | | 8.46 | | f 1.45 99.1 |
| 223.6 | WYNDMERE 11.9 | 222.7 | s 4.30 | s 3.13 | | 8.51 | | s 1.55 102.5 |
| 235.5 | McLEOD 9.6 | 234.6 | 4.50 | s 3.29 | | 9.10 | | s 2.40 114.4 |
| 245.1 | VENLO 3.8 | 244.2 | 5.03 | f 3.41 | | 9.25 | | f 2.55 124.0 |
| 248.9 | ANSELM 3.7 | 248.0 | 5.08 | f 3.46 | | 9.31 | | f 3.01 127.8 |
| 252.6 | N. P. CROSSING 4.7 | 251.7 | 5.13 | 3.52 | | | | 131.5 |
| 257.3 | ENDERLIN | 256.4 | As 5.20 AM | As 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 | 122 | Distance from Grenville |
|---------------------|--|-----------|--|-----------------|-------|-----------|------------|----------------------------|
| | | | | | | | | |
| | | | | | | | | |
| | | 123 | | | | | 122 | |
| | | Mixed | | | | | Mixed | |
| | | Mixed | | | | | Tuesday | |
| | | Monday | | | | | Thursday | |
| | | Wednesday | | | | | Saturday | |
| | | Friday | | | | | | |
| 194.3 | L 8.05 AM | | F. & V. JCT. 6.8 | | | P | A 10.30 AM | 83.4 |
| 201.1 | 201.1 f 8.25 | | LaMARS (W 2.9 M. E.) 7.7 | | | H | f 10.05 | 76.6 |
| 208.8 | 208.8 s 8.50 | | ROSHOLT 5.0 | RH | D | s 9.50 | 68.9 | |
| 213.8 | 213.8 s 9.10 | | VICTOR 4.5 | VI | D | s 9.30 | 63.9 | |
| 218.3 | 218.3 s 9.25 | | NEW EFFINGTON 9.0 | NF | DW | s 9.19 | 59.4 | |
| 227.3 | 227.3 s 9.55 | | CLAIRE CITY 9.0 | CY | D | s 8.57 | 50.4 | |
| 236.3 | 236.3 s 10.45 | | VEBLEN 9.8 | J | CDY | s 8.35 | 41.4 | |
| 246.1 | 246.1 s 11.25 | | HILLHEAD 8.0 | HI | D | s 7.55 | 31.6 | |
| 254.1 | 254.1 s 11.53 | | LAKE CITY 7.8 | KC | DW | s 7.30 | 23.6 | |
| 261.9 | 261.9 s 12.21 PM | | EDEN 9.6 | DE | D | s 7.05 | 15.8 | |
| 271.5 | 271.5 s 12.55 | | ROSLYN 6.2 | 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 | |
| | GLENWOOD | GO | BCDNKO RTWXZV | A 12.55 PM | A s 3.15 AM | As 4.30 AM | A 2.30 PM | 105 12.20 PM | 136.2 |
| | WINNIPEG JCT. | | UX | 12.50 | 3.08 | L 4.25 AM | 2.20 | 12.15 | 134.9 |
| 109 | LOWRY | WY | D | s 12.39 105 | 2.55 | | 2.05 | s 12.01 PM | 127.3 |
| 69 | FARWELL | F | D | s 12.27 | 2.47 | | 1.55 | s 11.50 | 121.6 |
| 87 | KENSINGTON | KS | D | s 12.19 | 2.40 | | 1.45 | s 11.40 | 117.2 |
| 100 | HOFFMAN | UN | CDWX | s 12.10 PM | 2.32 | | 1.35 | s 11.25 | 111.4 |
| 82 | BARRETT | B | D | s 11.58 | 2.20 | 3 | 1.19 105 | s 11.00 | 103.9 |
| | G. N. CROSSING | | I | | | | | | 97.8 |
| 102 | ELBOW LAKE | BK | DN | s 11.45 | s 2.00 | | 1.00 | s 10.45 | 97.0 |
| 84 | WENDELL | WD | DW | s 11.37 | 1.51 | | 12.50 | s 10.30 | 90.2 |
| 127 | NASHUA | CN | D | s 11.22 | 1.39 | | 12.30 | s 10.10 | 80.1 |
| | G. N. CROSSING | | I | | | | | | 78.4 |
| 69 | TENNEY | NY | D | s 11.11 | 1.29 | | 12.20 | s 9.55 | 73.2 |
| | FAIRMOUNT | FR | BCDNKRU VY | s 11.00 21 | s 1.19 | | 12.10 PM | s 9.40 | A 10.35 AM |
| | F. & V. JCT. | | P | 10.50 | 1.04 | | 11.59 | 9.05 | L 10.30 AM |
| 71 | OSWALD | | | 10.47 | 1.01 | | 11.55 21 | f 9.00 | 59.9 |
| 111 | HANKINSON | FH | BCDNJKRT UWX | s 10.35 | s 12.50 | | 11.40 | s 8.45 | 51.7 |
| 73 | MANTADOR (W 5 E) | MD | D | s 10.18 | 12.30 | | 11.15 | s 8.05 | 44.0 |
| | MOSELLE | | | 10.08 | 12.21 | | 11.05 | f 7.50 | 37.1 |
| 74 | WYNDMERE | WM | DU | s 10.03 | s 12.16 AM | | 11.00 | s 7.45 | 33.7 |
| 93 | McLEOD | MC | DW | s 9.46 | 11.58 | | 10.40 | s 7.19 | 21.8 |
| | VENLO | | | f 9.33 | 11.47 | | 10.25 | f 6.56 | 12.2 |
| 83 | ANSELM | | | f 9.28 | 11.42 | | 10.20 | f 6.50 | 8.4 |
| | N. P. CROSSING | | UV | | | | | | 4.7 |
| Yard | 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 POSTS LOCATIONS | (ACTUAL) Distance from Minneapolis | 2nd Class | TIME TABLE No. 181 Sunday, Sept. 11th, 1949 | Telegraph Calls | 6 (A) | 2nd Class | | | |
|-------------------------|--|-----------|--|-----------------|----------------|------------|-----|---------|-----|
| | | | | | | | 281 | Mixed | 280 |
| | | | | | | | | | |
| 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 | | | | | s 11.00 | |
| 360.8 | 359.9 | s 3.20 | DANZIG | | | | | | |
| 369.6 | 368.7 | s 3.50 | 9.3 | | | | | | |
| 379.3 | 378.4 | s 4.20 | ASHLEY | HA | D | s 10.40 | | | |
| 385.2 | 384.3 | s 4.35 | 8.8 | | | | | | |
| 398.5 | 397.6 | s 5.10 | VENTURIA | VN | D | s 10.15 | | | |
| 411.1 | 410.2 | A 5.40 PM | 9.7 | | | | | | |
| | | | MADRA | | | | | s 9.50 | |
| | | | 5.9 | | | | | | |
| | | | ARTAS | US | D | s 9.30 | | | |
| | | | 13.8 | | | | | | |
| | | | HERREID | SJ | DW | s 9.00 | | | |
| | | | 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 | 6 (A) | Telegraph Calls | 1st CLASS | 2nd Class | 3rd Class | Distance from Enderlin | |
|---------------------------------|------------|---------------|-----------|--|--------------------|--|----------------|-----------------|---------------|------------|-----------|---------------------------|------------|
| | 31 | 89 | 107 | | | | | | Passenger | Passenger | Freight | | |
| Way Freight | Freight | Passenger | Passenger | | | | | | | | | | |
| 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 | U | BCDNK ORTWX | As 3.25 PM | A 11.00 PM | A 5.20 AM | A 1.30 PM | |
| 265.3 s 7.35 | 12.25 | s 6.56 | 6.01 | 264.4 | 69 | 8.0 | CU | DU | s 3.10 | 10.48 | 5.05 | s 1.15 | |
| 270.5 s 7.50 | 12.40 | s 7.07 | 6.10 | 269.6 | 70 | 5.2 | G | D | s 3.00 | 10.37 | 4.50 | s 1.00 | |
| 276.2 f 8.05 | 12.50 | f 7.16 | 6.18 | 275.3 | | 5.7 | BA | D | s 2.50 | 10.30 | 4.40 | f 12.45 | |
| 279.8 8.15 | 1.00 | 7.21 | 6.23 | 278.9 | 66 | 3.6 | | | 2.44 | 10.25 | 4.30 | 12.35 | |
| 287.1 s 9.00 | 1.20 | s 7.40 | s 6.45 | 286.3 | 107 | 7.4 | VALLEY CITY | Q | DNVW | s 2.30 | s 10.10 | 4.10 | s 12.05 PM |
| 300.8 s 9.30 | 1.50 | s 7.58 | 7.03 | 300.0 | 69 | 13.7 | ROGERS | OD | DUVWY | s 2.13 | 9.54 | 3.50 | s 11.40 |
| 306.7 s 10.00 | 2.05 | s 8.10 | 7.14 | 305.9 | 71 | 5.9 | LEAL | FA | D | s 2.02 | 9.45 | 3.40 | s 11.20 |
| 314.9 s 10.20 | 2.20 | s 8.22 | 7.25 | 314.1 | 68 | 8.2 | WIMBLEDON | W | DMV | s 1.50 | 9.35 | 3.25 | s 11.05 |
| 321.1 s 10.40 | 2.35 | s 8.32 | 7.33 | 320.3 | 70 | 6.2 | COURTENAY | CO | D | s 1.39 | 9.27 | 3.10 | s 10.40 |
| 330.7 s 11.00 | 2.50 | s 8.44 | s 7.45 | 329.9 | 125 | 9.6 | KENSAL | KN | CDWX | s 1.25 | 9.15 | 2.50 | s 10.15 |
| 343.7 s 11.50 | 3.20 | s 9.05 | 8.05 | 342.9 | 47 | 13.0 | BORDULAC | BD | D | s 1.05 | 8.56 | 2.15 | s 9.40 |
| 352.4 s 12.50 ¹⁰⁸ PM | 3.45 | s 9 20 30 | s 8.25 | 351.6 | 125 | 8.7 | CARRINGTON | RI | DNWX | s 12.50 31 | s 8.45 | 2.00 | s 9.20 107 |
| 353.3 | | | | | | | N. P. CROSSING | | UVX | | | | 96.1 |
| 360.0 f 1.15 | 4.05 | f 9.33 | 8.35 30 | 359.2 | | 6.7 | LEMERT | | | f 12.35 | 8.30 | 1.35 | f 8.35 3 |
| 367.5 s 1.30 | 4.20 | s 9.45 | 8.45 | 366.7 | 69 | 7.5 | CATHAY | DS | D | s 12.24 | 8.21 | 1.20 | s 8.15 |
| 373.2 s 1.45 | 4.30 | s 9.55 | 8.53 | 372.4 | | 5.7 | EMRICK | CJ | D | s 12.15 | 8.14 | 1.10 | f 8.00 |
| 379.8 s 2.15 | 4.40 | s 10.07 | s 9.02 | 379.0 | 125 | 6.6 | FESSENDEN | FS | D | s 12.05 PM | s 8.06 | 1.00 | s 7.40 |
| 386.2 s 2.30 | 4.50 | s 10.17 | 9.10 | 385.4 | 49 | 6.4 | MANFRED | R | D | s 11.54 | 7.57 | 12.50 | f 7.20 |
| 396.5 A 2.45 PM | A 5.10 AM | A 10.30 AM | A 9.25 AM | 395.6 | Yard | 10.2 | HARVEY | HO | BCDNK RTWX | L 11.40 AM | L 7.45 PM | L 12.30 AM | L 7.00 AM |
| | 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 | 6 (A) | Telegraph Calls | 1st Class | 2nd CLASS | 3rd Class | Way Freight |
|--------------------------------|-----------|----------------|----------------|--|--------------------|--|-------------------|-----------------|----------------|------------------------|----------------|----------------|
| | 291 | 271 | 275 | 259 | Passenger | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Mon. Wed. Fri. |
| Way Freight | Mixed | Mixed | | | | | | | | | | |
| Mon. Wed. Fri. | Daily | Daily Ex. Sun. | Daily Ex. Sun. | | | | | | | | | |
| 419.5 L 9.40 AM | | | L 11.40 AM | 418.6 | Yard | DRAKE | DA | BCDNJKR OWXY | A 10.20 AM | | | A 5.15 PM |
| 427.9 f 10.05 ²⁵⁸ | | | | s 11.55 | 427.0 | 8.4 | KIEF | KI | D | s 10.05 ²⁹¹ | | f 4.45 |
| 436.4 f 10.20 | | | | s 12.10 PM | 435.5 | 46 | BUTTE | DG | DW | s 9.50 | | f 4.25 |
| 442.8 f 10.40 | | | | s 12.20 | 441.9 | 6.4 | KONGSBERG | 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) | RU | DW | s 9.27 | | f 3.45 |
| 457.4 f 11.30 | | | | s 12.49 | 456.5 | 7.7 | BENEDICT | 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 | 10.4 | MAX | MA | BCDHJKR WXY | L 8.55 AM | A 8.15 AM | L 2.45 PM |
| | | | | | | 11.1 | DOUGLAS | GS | DW | | s 7.45 | |
| 478.9 s 1.50 | | | | | | 8.9 | RYDER | RD | D | | s 7.25 | |
| 487.8 s 2.10 | | | | | | 6.8 | MAKOTI | RF | D | | s 7.10 | |
| 494.5 s 2.25 | | | | | | 4.7 | PRAIRIE JCT. | | RY | | L 7.00 AM | A 3.00 PM |
| 499.3 A 2.35 PM | L 2.35 PM | | | 498.4 | 36 | 3.8 | PLAZA | Z | DW | | | 275 |
| | | | | | | 3.3 | PRAIRIE JCT. | | RY | | | L 2.50 PM |
| 503.1 A 2.45 ²⁷⁴ PM | | | | 502.2 | | 8.9 | WABEK | UK | D | | A 7.00 AM | |
| 499.3 L 3.00 PM | | | | 498.4 | | 10.6 | PARSHALL | AR | DW | | s 6.50 | |
| 502.6 s 3.10 | | | | 501.7 | | 9.5 | VAN HOOK | NK | D | | s 6.30 | |
| 511.5 s 3.40 | | | | 510.6 | 29 | 9.5 | SANISH | SA | BCDR WXY | | s 6.05 | |
| 522.0 s 4.10 | | | | 521.2 | | | | | | L 5.40 AM | | |
| 531.6 A 4.40 PM | | | | 530.7 | Yard | | | | | 270 | 274 | 290 |
| | 291 | 271 | 275 | 259 | | | | | | | | |

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 | | | | | Passenger | Passenger | Freight | |
| | Way Freight | Freight | Passenger | Passenger | | | | Daily Ex. Sun. | Daily | Daily | Mon. Wed. Fri. |
| Tue. Thu. Sat. | | Daily | Daily Ex. Sun. | Daily | | | | | | | |
| 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 | 108 | 40 |
| 405.6 | s 7.20 | 7.05 | s 11.00 ¹⁰⁸ | 9.53 | 404.8 | 100 | MARTIN | MI | D | 90 | Way Freight |
| 412.8 | s 7.50 | 7.18 | s 11.12 | s 10.03 | 412.0 | 51 | ANAMOOSE | SN | D | 40 | Freight |
| 419.5 | s 9.00 | 7.45 | s 11.20 | s 10.15 ¹⁰⁸ | 418.7 | 88 | DRAKE | DA | BCDNJK ORWXY | Passenger | Passenger |
| 427.4 | s 9.20 | 8.00 | s 11.53 ⁴⁰ | 10.26 | 426.6 | 52 | BALFOUR | BO | D | Freight | Freight |
| 436.8 | s 9.50 ¹⁰⁸ | 8.15 | s 12.05 PM | 10.38 | 436.0 | | BERGEN | GN | D | Daily Ex. Sun. | Daily |
| 442.6 | { 1005 ³ | s 11.35 ³ | 8.22 | s 12.12 | 10.45 ⁴⁰ | 441.8 | VOLTAIRE | VO | CDWXYV | 11.00 PM | Mon. Wed. Fri. |
| 447.6 | s 12.01 PM | 8.30 | s 12.25 | s 11.00 | 440.9 | 60 | VELVA | VA | D | A 2.00 PM | 0.0 |
| 453.7 | s 12.15 | 8.39 | s 12.35 | 11.08 | 452.9 | 69 | SAWYER | WR | D | s 1.40 | 9.2 |
| 459.9 | f 12.30 | 8.48 | f 12.44 | 11.15 | 459.1 | | LOGAN | | | s 1.20 | 16.4 |
| 467.0 | 12.55 ¹⁰⁷ | 9.00 ⁴⁰ | 9.40 ¹⁰⁸ | 12.55 ⁴¹ | 466.2 | 99 | SIDING 466 | X | BCDNK RTWX | s 12.45 PM | 23.1 |
| 468.9 | s 1.20 | 9.50 | s 1.00 PM | s 11.45 | 468.1 | 22 | MINOT | MN | RBDNIK VVXYZ | 10.15 | 3 |
| 476.5 | s 1.37 | 10.05 | | sx 11.57 | 475.7 | 55 | BURLINGTON | BR | D | 10.45 | 40 |
| 486.5 | s 2.00 | 10.25 | | sx 12.13 PM | 485.7 | 99 | FOXHOLM | OX | DW | 9.41 | 41 |
| 494.9 | s 2.15 | 10.40 | | sx 12.27 | 494.1 | | CARPIO | DY | D | 6.28 | 41 |
| 504.2 | s 2.40 | 11.00 | | sx 12.43 | 503.4 | 45 | DONNYBROOK | DK | D | 9.30 | 30 |
| 518.8 | A 3.10 PM | 11.30 | | | | | 14.6 | | | 9.30 | 30 |
| 525.3 | | 11.50 | | | | | | | | 9.30 | 30 |
| 529.9 | | | | | | | | | | 9.30 | 30 |
| 530.9 | | 11.59 | | | | | | | | 9.30 | 30 |
| 540.4 | | | 12.20 PM | | | | | | | 9.30 | 30 |
| 550.2 | | | A 1.00 PM | | | | | | | 9.30 | 30 |
| | 41 | 89 | 107 | 3 | | | | | | 9.30 | 30 |

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 | | | | | Passenger | Passenger | | |
| | Way Freight | Freight | | | | | Daily Ex. Sun. | Tue. Thur. Sat. | | |
| | | | | | | | | | | |
| 420.1 | L 7.00 AM | L 5.45 AM | 419.2 | Yard | BISMARCK | SO | BCDNKR OTVWX | 260 | 68 | |
| 430.7 | f 7.25 | f 6.04 | 429.8 | | ARNOLD | | | 3.56 | 12.20 | |
| 438.1 | s 7.40 | f 6.17 | 437.2 | | BALDWIN | BN | DW | 3.43 | 12.01 PM | |
| 447.6 | s 8.05 | s 6.35 | 446.7 | 35 | WILTON | WN | DVXY | 3.25 | 11.30 | |
| 457.9 | f 8.25 | f 6.53 | 457.0 | | MERIDA | | | 3.06 | 10.30 | |
| 464.9 | s 9.00 | s 7.07 | 464.0 | 25 | WASHBURN | WU | DWXY | 2.53 | 10.10 | |
| 471.0 | s 9.15 | s 7.19 | 470.1 | | FALKIRK | FK | D | 2.41 | 9.40 | |
| 477.8 | s 9.50 | s 7.32 | 476.9 | | UNDERWOOD | UD | CDW | 2.29 | 9.20 | |
| 481.5 | s 10.30 | s 7.40 | 480.6 | | RIVERDALE JCT. | RJ | DVYZX | 2.21 | 9.10 | |
| 485.1 | s 10.40 | s 7.48 | 484.2 | | COLEHARBOR | CH | D | 2.13 | 8.55 | |
| 491.9 | f 10.55 | 8.00 | 491.0 | 38 | CUSTER | | X | 2.04 | 8.30 | |
| 497.3 | s 12.30 PM | s 8.10 ⁶⁸ | 496.4 | 41 | GARRISON | GR | DWXY | 1.55 | 8.10 ²⁵⁷ | |
| 511.8 | A 1.00 PM | A 8.35 AM | 510.9 | 40 | MAX | MA | BCDHJK RWXY | 1.25 PM | 7.15 AM | |
| | 67 | 257 | | | | | | 260 | 68 | 0.0 |

WESTWARD - FIFTH SUBDIVISION - EASTWARD

WESTWARD-SEVENTH SUBDIVISION-EASTWARD

| 2nd Class | | TIME TABLE | | 2nd Class | |
|------------------|------------------------------|-----------------------------|----------------|----------------|-----------|
| 251 | | No. 181 | | 250 | |
| Mixed | | Sunday, Sept. 11th, 1949 | | Mixed | |
| Daily Ex. Sum. | Cape Cod Coastal Lines | | | Daily Ex. Sum. | |
| ACTUAL LOCATIONS | ACTUAL LINE | Yard | HANKINSON | Yard | 2nd Class |
| 205.6 | 204.7 | 5.45 AM | G. N. CROSSING | 2.5 | 250 |
| 208.1 | 207.2 | | STILES | 4.7 | Mixed |
| 212.8 | 211.9 | f 6.10 | LIDGERWOOD | 5.0 | |
| 217.8 | 216.9 | s 6.25 | GENESEO | 6.2 | |
| 224.0 | 223.1 | s 6.41 | RANSOM | 5.2 | |
| 229.2 | 228.3 | f 6.52 | PERRY | 6.8 | |
| 235.0 | 234.1 | f 7.05 | FORMAN | 6.4 | |
| 241.4 | 240.5 | s 7.20 | COGSWELL | 7.0 | |
| 248.4 | 247.5 | s 7.40 | NICHOLSON | 4.1 | |
| 252.6 | 251.6 | f 7.50 | HAMPLE | 6.1 | |
| 258.6 | 257.7 | f 8.02 | OAKES | 5.3 | |
| 263.9 | 263.0 | s 8.40 | NORWAY | 2.9 | |
| 266.8 | 265.9 | | CLEMENT | 5.0 | |
| 271.9 | 270.9 | f 9.05 | FULLERTON | 8.9 | |
| 280.7 | 279.8 | s 9.32 | MONANGA XG | 7.9 | |
| 288.6 | 287.7 | s 9.54 | MERRICOURT | 9.9 | |
| 297.5 | 296.6 | s 10.30 | KUHL | 12.7 | |
| 310.2 | 309.3 | s 11.30 | FREDONIA | 7.1 | |
| 317.4 | 316.4 | s 11.57 | GUYSON | 5.8 | |
| 323.0 | 322.2 | f 12.12 PM | LEHR | 7.5 | |
| 330.6 | 329.7 | s 12.35 | WISHEK | 10.4 | |
| 341.0 | 340.1 | s 1.00 ²⁰ | BURNSTAD | 10.0 | |
| 351.0 | 350.1 | s 2.30 | PETERS | 5.7 | |
| 366.7 | 355.8 | f 2.50 | NAPOLEON | 5.6 | |
| 362.3 | 361.4 | s 3.25 | KINTYRE | 10.0 | |
| 372.3 | 371.4 | s 3.55 | BRADDOCK | 6.9 | |
| 379.2 | 378.3 | f 4.20 | N. P. CROSSING | 11.8 | |
| 391.3 | 390.1 | | MOFFIT | 1.5 | |
| 392.5 | 391.6 | s 5.00 | BRITTIN | 6.0 | |
| 398.6 | 397.6 | f 5.15 | STEWARTDALE | 10.2 | |
| 408.7 | 407.8 | f 5.40 | N. P. CROSSING | 9.2 | |
| 417.9 | 417.0 | | | | |
| 420.1 | 419.2 | A 6.20 PM | BISMARCK | 2.2 | |
| | | | SO | CDN/RO TWIB | 8.00 AM |
| | | | | | 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 CMSnP&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**

Broten 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.

Loretto East end of siding.
Eden Valley West 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**TRAIN Nos. 3 and 4**

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

TRAIN 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.

TRAIN 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.

| Miles Per Hour | | |
|--|-----------|------------------|
| ALL SUBDIVISIONS | 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..... | | |
| On 1st, 2nd, 3rd & 4th subdivisions... | 25 | |
| 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 | | |
| Containing other material, or empty | 25 | 30 |
| On 5th, 7th, 8th, 9th & 10th: Containing ore, sand, gravel or rock | | |
| Containing other material, or empty | 20 | 25 |
| On 6th subdivision: Containing ore, sand, gravel or rock | | |
| Containing other material, or empty | 20 | 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.

| Miles Per Hour | | |
|---|-----------|------------------|
| FIRST SUBDIVISION | 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 btn. 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 |

| Miles Per Hour | | |
|--|-----------|------------------|
| 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 1/2 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 |
| Miles Per Hour | | |
| 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 |
|----------------|-------|---------------------------|------------------------------|---------------------|-------|----------------|
| Tractive 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..... | GENESEO..... | 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.

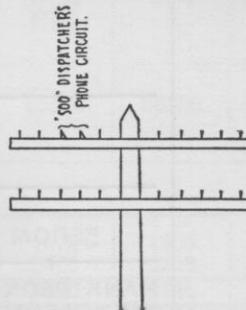
COMPANY SURGEONS

| 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. Matthaei..... | 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 |

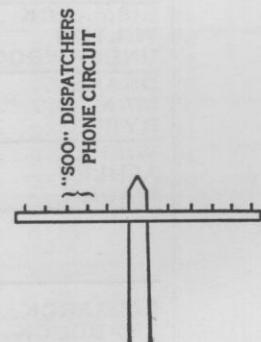
COMPANY WATCH INSPECTORS

| 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 |

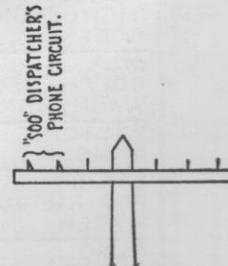
DISPATCHER'S PHONE WIRES (Face in the direction named)



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 |
|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|
| 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