

MINOT DIVISION

TIME TABLE No. 37

**EFFECTIVE 12:01 A. M.
CENTRAL TIME.**

SUNDAY, OCTOBER 14, 1934

M. L. GAETZ, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—BRECKENRIDGE TO NEW ROCKFORD.

EASTWARD.

Table with columns for class (Third, Second, First), stations, and time table details. Includes 'Time Table No. 37 Effective October 14, 1934.' and 'STATIONS' from Breckenridge to Moorhead Jct.

TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

Detailed train schedule table with columns for time, class, station, and signal information. Includes 'AUTOMATIC BLOCK SIGNALS' and 'Special Rules' section.

Special Rules.

A proceed signal on the eastward semaphore at Wahpeton Junction will give all eastward first-class trains right over all opposing trains to the passenger station at Breckenridge and second-class and inferior trains right over all opposing trains to the west switch Breckenridge yard. This in no way conflicts with Rule 8-93. Supplementing Rule No. 509 (b)...

Whistle Signals, For Routes At Junctions And Interlocking Plants. C. M. St. P. & P. Ry. Crossing, Wahpeton Jct. Fargo Line—both directions—one long and one short. Casselton Line—both directions—one long.

Westward trains are superior to eastward trains of the same class. Speed Restrictions Over C. M. St. P. & P. Ry. Crossing 4.19 Miles West of Wahpeton Jct. Passenger Trains 25 miles per hour. Freight Trains 18 miles per hour. Maximum Speed. Passenger 60 miles per hour. Freight 40 miles per hour.

Westward.

SECOND SUBDIVISION—NEW ROCKFORD AND MINOT.

Eastward. 3

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity	Readings	Mileage from New Rockford	Time Table No. 37		Telegraph Code	Mileage from Minot	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
449		199		1	27	3				Effective October 14, 1934.	STATIONS				2	4	28	200		448	
Daily		Daily Ex. Sunday		Daily	Daily	Daily									Daily	Daily	Daily	Daily Ex. Sunday	Daily		
L 1:40 ^{am}		L 2:35 ^{pm}		L 5:41 ^{pm}			Yard 641	PS124		NEW ROCKFORD	KO	105.81	IRDN PK WC X	A 12:48 ^{pm}			A 11:30 ^{am}		A 8:10 ^{am}		
1:55		* 2:50		5:51			79 38	PS181	6.30	MUNSTER		102.01	P	12:37			* 11:15		7:55		
2:08		* 3:10		5:58			W 86 R 78	PS137	13.49	BREMEN	BN	96.33	D P	12:30			* 10:50		7:40		
2:21		* 3:30		6:05			75 31	PS143	18.60	HAMBERG	MA	90.31	D P	12:22			* 10:25		7:25		
2:35		* 3:50		6:13			75 31	PS149	25.01	HEIMDAL	HM	83.80	D PW	12:14			* 10:01		7:07		
2:48		* 4:10		6:20			75 38	PS155	31.11	WELLSBURG	WX	77.70	D P	12:06 ^{pm}			* 9:35		6:45		
3:02		* 4:30		^{4:15} 6:28			75 33	PS162	37.43	MILZ	M	71.38	D P	11:58			* 9:15		⁵⁷ 6:28		
3:15		* 4:42		6:37				PS169	44.46	CLIFTON		64.85	P	11:50			* 8:55		5:50		
3:32		^{4:15} * 5:15		6:46			W 102 E 100	PS177	52.74	AYLMER	MR	56.07	D PWC	11:39			* 8:35		¹³⁰ 5:15		
4:08		f 5:24						PS183	58.43	M. G. P. & S. M. Ry. Crossing NORFOLK		50.19	I P				f 8:09				
4:15		* 5:35		6:59			138 34	PS187	63.46	OUTHRIE	OU	48.35	D P	11:26			* 8:03		4:45		
4:28		* 5:50		7:06				PS193	68.45	RANGLEY		40.36	P	11:18			* 7:43				
4:41		* 6:05		7:15			75 33	PS200	75.31	KARLSRUHE	KA	38.00	D P	11:09			* 7:30		4:15		
4:53		* 6:25		7:22			141 40	PS205	81.17	VERENDRYE	RY	37.94	D PW	11:01			* 7:10		4:00		
5:07		* 6:44		7:29			79 34	PS213	87.59	SIMCOE	MO	21.22	D P	10:53			* 6:51		3:45		
5:20		* 6:59		7:36			79 33	PS218	94.00	GENOA		14.31	P	10:45			* 6:31		3:30		
5:35		* 7:13		L 10:30 ^{am}	7:45	L 4:55 ^{pm}			810 101.58	SURREY (Dakota Division Jct.)	SR	7.23	R DNP I	10:35	A 1:45 ^{pm}	A 6:45 ^{pm}	* 6:20		3:15		
5:46		7:21		10:36	7:51	5:01	180 523	105.97		C. K. TOWER		3.84	P X I	10:25	1:37	6:37	6:05		2:55		
A 5:55 ^{am}		A 7:30 ^{am}		A 10:45 ^{am}	A 8:00 ^{am}	A 5:10 ^{pm}	Yard 1480	320 108.81		MINOT	AD		IRDNPWC K OX	L 10:20 ^{am}	L 1:30 ^{pm}	L 6:30 ^{pm}	L 6:00 ^{am}		L 2:45 ^{pm}		
^{4:15} 23.8		^{4:55} 31.4		¹⁵ 25.9	^{2:19} 46.9	¹⁵ 25.9				Time Over Subdivision Average Speed Per Hour				^{2:28} 43.4	¹⁵ 28.9	¹⁵ 25.9	^{5:30} 19.7		^{2:35} 20.2		

Special Rules.

Westward trains are superior to eastward trains of the same class.

Maximum Speed.

Between New Rockford and Minot.....	Passenger 60 miles per hour.	Freight 40 miles per hour.
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All trains register by card at Surrey. Register of trains at Minot cover their arrival at Surrey.

At Minot, Passenger trains register at Passenger Station, Freight trains at Yard Office.

Extra trains may use double track in the direction of current of traffic without running orders providing they secure proper clearance card Form A from Superintendent.

4 WESTWARD.

THIRD SUBDIVISION—MINOT AND WILLISTON.

EASTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS			Car Capacity		Time Table No. 37 Effective October 14, 1934.	STATIONS	Telegraph Code	Disburse from Williston	SIGNS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
449		(178) 179		1	27	3	Bidings	Other Trucks						4	2	28	(177) 180		448	
Daily		Daily Ex. Monday		Daily	Daily	Daily								Daily	Daily	Daily	Daily Ex. Sunday	Daily		
L 10.10 ^{am}				L 10.50 ^{am}	L 8.10 ^{am}	L 6.30 ^{am}	Yard	1480	326	MINOT M. St. P. & S. S. M. Ry. Crossing	AD	120.32	IRDNPWCKOX	A 1.00 ^{pm}	A 10.10 ^{am}	A 6.20 ^{pm}			A 1.30 ^{pm}	
										W. L. TOWER		117.59	I P X							
10.55				11.10	8.25	f 5.50	170	9	325	RALSTON		110.05	P	f 12.45	9.56	6.05			1.05	
11.15				11.18	8.31	* 5.59	170	9	325	DES LACS	DB	108.45	D PW	* 12.36	9.50	5.59			12.55	
11.30				11.24	8.36	* 6.10	80	27	544	LONE TREE	NR	102.73	P	* 12.28	9.44	5.52			12.45	
11.45				11.30	8.42	* 6.23	90	197	549	BERTHOLD	BD	97.90	DNP C Y X	* 12.20	9.37	5.45			12.35	
12.01 ^{pm}				11.36	8.48	f 6.32	74	7	532	ROACH		95.21	P	f 12.01 ^{pm}	9.30	5.39			12.25	
12.15				11.43	8.55	* 6.41	85	15	538	TAGUS	Q	88.27	D P	* 11.51	9.23	5.32			12.15 ^{pm}	
12.30				11.52	9.04	* 6.53	79	18	545	BLAISDELL	BX	81.45	D P	* 11.40	9.14	5.23			11.55	
12.45				12.02 ^{pm}	9.13	* 7.04	70	22	572	PALERMO	PA	74.47	D P W	* 11.28	9.05	5.14			11.40	
		L 9.25 ^{am}								STANLEY LINE JUNCTION		66.03	I P						A 8.25 ^{pm}	
1.10		A 9.35 ^{am}		12.15	9.23	* 7.25	79	118	590	STANLEY	SY	65.62	R DNPWC Y X	* 11.15	8.55	* 5.03		L 8.15 ^{pm}	11.15	
										B. K. TOWER		42.67	I P							
1.25				12.25	9.32	* 7.40	79	24	587	ROSS	VR	89.29	D P	* 10.55	8.45	4.49			11.01	
1.37				12.31	9.38	f 7.48	88	10	591	MANITOU		54.73	P	f 10.47	8.39	4.43			10.50	
2.01				12.42	9.49	* 8.02	104	25	599	WHITE EARTH	WR	47.21	D PW	* 10.36	8.28	4.33			10.30	
2.25				12.53	10.00	* 8.17	106	22	609	TIOGA	G	39.35	D P	* 10.25	8.18	4.23			10.05	
2.40				1.01	10.08	* 8.29	80	17	614	TEMPLE	MP	33.82	P	* 10.15	8.11	4.15			9.50	
2.55				1.10	10.17	* 8.42	112	34	517	RAY	RA	27.55	D PW	* 10.05	8.03	4.05			9.30	
3.10				1.18	10.25	* 8.52	91	25	520	WHELOCK	W	22.25	R DNP I	* 9.55	7.55	3.58			9.15	
3.25				1.26	10.33	* 9.01		22	521	EPPING	PG	17.08	D P	* 9.45	7.47	3.48			8.45	
3.40				1.34	10.42	* 9.10	82	17	522	SPRING BROOK	SB	11.25	D PW	* 9.35	7.38	3.39			8.20	
3.55				1.42	10.50	f 9.18	79	30	541	AVOCA		5.45	P	f 9.25	7.29	3.30			7.50	
A 4.10 ^{pm}				A 1.50 ^{pm}	A 11.00 ^{pm}	A 9.25 ^{pm}	Yard	1784	647	WILLISTON	WN		R DNPWCKOX	L 9.15 ^{pm}	L 7.20 ^{pm}	L 3.20 ^{pm}			L 7.30 ^{pm}	
4.00 20.0		10 5.4		3.00 40.1	2.00 42.4	3.55 30.7								3.45 32.0	2.50 42.4	3.05 40.1	10 5.4		4.00 20.0	

Special Rules.

Westward trains are superior to eastward trains of the same class.

Maximum Speed.

Between Minot and Williston.....	Passenger	Freight
	60 miles per hour.	40 miles per hour.

Westward passenger trains running over eastward track between Wheelock and Williston must not exceed thirty-five (35) miles per hour. Westward freight trains running over eastward track between Wheelock and Williston must not exceed twenty (20) miles per hour. Extra trains may use double track in the direction of current of traffic without running orders providing they secure proper clearance card Form A from Superintendent.

Second Track between B. K. Tower and Stanley will be used by trains only as directed by train order—freight trains using this track must not exceed twenty (20) miles per hour and passenger trains thirty (30) miles per hour. Normal position east switch to second track located at west end eastward siding Stanley is for second track.

Second track between Des Lacs and Ralston will be used only as directed by train order—freight trains using this track must not exceed twenty (20) miles per hour and passenger trains thirty (30) miles per hour. Normal position east switch to second track located at east end westward siding Des Lacs is for second track. Normal position west switch to second track located at west end Ralston siding is for second track.

All trains register by card at Wheelock. Register of trains at Williston will cover their arrival at Wheelock. At Minot Passenger Trains register at Passenger Station, Freight Trains at Yard Office. Register at Stanley and Berthold for trains originating and terminating at those stations. Eastward trains into Minot will accept route given by Towerman.

No. 1 will stop at Stanley to discharge passengers from points Fargo and East or to pick up passengers for points west of Williston, at which point the train stops.

No. 2 will stop at Stanley to discharge passengers from points west of Williston and pick up passengers for points east of Minot, at which point the train stops.

THIRD CLASS			SECOND CLASS		FIRST CLASS			Car Capacity	Station Numbers	Division from Wahpeton Jct.	Time Table No. 37			Signs	FIRST CLASS			SECOND CLASS		THIRD CLASS		
	449	Daily	(200) 173	Daily Ex. Sunday	(210) 175	209	197				Bedside	Other Tracks	Effective October 14, 1934.		STATIONS	Telegraph Code	Miles from Bedford	198	(200) 176	210	200	Daily	448	Daily
	L 6:45 ^h										WAHPETON JCT.....	WJ	75.34	IDN X	A 9:51 ^h						A 4:40 ^h	
																					
																					
	6:59										.....										4:20
	7:12										.....										4:05
																					
	7:25										.....										3:50
	7:37										.....										3:35
	7:54										.....										3:10
	8:04										.....										2:58
																					
	108 8:22										.....										2:40
																					
	8:50	198-200 L 8:15 ^h	210 L 7:20 ^h	174 L 9:10 ^h							.....										2:20
	8:52	A 8:16 ^h	A 7:21 ^h	9:11	A 8:25 ^h						.....										1:55
																					
	9:05				f 9:21						.....										1:45
	9:20				* 9:35						.....										1:33
	9:35				* 9:52						.....										1:20
	A 9:50 ^h				A 10:10 ^h						.....										1:12-52 ^h
	3:00 25.5		.01 19.5	.01 19.5	1:00 24.3	2:04 26.5					Time over Subdivision Average Speed Per Hour				1:46 31.1	.02 9.9	.40 36.3	1:15 19.4		3:55 50.7		

Special Rules.

Westward trains are superior to eastward trains of the same class.

	Maximum Speed.		
Between		Passenger	Freight
Wahpeton Jct. and Bedford.....		50 miles per hour.	35 miles per hour.

All trains register by card at Casselton Tower.
All trains register by card at Bedford.

Steam Whistle Signals for Tracks with Switches Controlled from Interlocking Towers.

C. M. St. P. & P. Ry. Crossing—Wahpeton Jct.

Trains in both directions—One long.

N. P. Ry. Crossing—Davenport.

Main line—One long.
Siding—One long and one short.
Elevator track—Two long and one short.

N. P. Ry. Crossing—Casselton.

Main line—One long.
Siding—One long and one short.

Crossing—Bedford.

Casselton Line, East—One long.
Surrey Line, West—One long and one short.
Surrey Line, East—Two long and one short.
Page Line, West—Three long and one short.
Siding—Two short and one long.

6 FIFTH SUBDIVISION—BERTHOLD AND CROSBY.
 Westward. Eastward.

FIRST CLASS		Car Capacity	Station Numbers	Time Table No. 37 Effective October 14, 1934.	Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
219	220								
Daily Ex. Sunday	Daily Ex. Sunday	Buildings	Other Tracks	Stations	Distance from Berthold	Distance from Crosby		Daily Ex. Sunday	
L 7:00h				349	BD	58.77	R DN WC Y X	A 11:30a	
* 7:20		21	VB 7	5.97	HN	51.80	D	* 11:05	
* 7:40		30	VB13	13.27	AD	73.00	D	* 10:50	
				15.20		73.07	W		
* 8:01		33	VB21	20.54	C	58.32	D	* 10:34	
* 8:20		35	VB25	27.36	K	61.21	D	* 10:14	
* 8:40		30	VB34	34.15	NB	54.19	R D Y C X	* 9:58	
				24.45		54.31			
* 8:59		30	VB41	40.30	EO	47.67	D	* 9:38	
* 9:20		35	VB45	47.37	WB	41.20	D	* 9:18	
* 9:40		30	VB55	55.15	NO	33.27	D W	* 8:55	
		0	VB58	58.40		33.37			
f 9:59		35	VB63	58.13		35.54		f 8:39	
* 10:07		16	VB66	58.17	EC	38.60	D Y X	* 8:27	
* 10:20		35	VB69	58.63	BN	30.14	D	* 8:17	
* 10:40		35	VB76	75.55	NX	13.32	D Y X	* 7:57	
f 10:55		35	VB81	81.31		7.85	W	f 7:42	
f 11:02		10	VB84	84.47		4.20		f 7:37	
A 11:15h		30	VB89	88.77	CT		R D C Y X	L 7:30a	
4.15 22.5								4.00 22.1	
				Time Over Subdivision				Average Speed Per Hour	

SIXTH SUBDIVISION—NORTHGATE LINE JUNCTION AND NORTHGATE.
 Westward. Eastward.

FIRST CLASS		Car Capacity	Station Numbers	Time Table No. 37 Effective October 14, 1934.	Telegraph Calls	Distance from Boundary Line	SIGNS	FIRST CLASS	
219	220								
Daily Ex. Sunday	Daily Ex. Sunday	Buildings	Other Tracks	Stations	Distance from Northgate Line Jct.	Distance from Boundary Line		Daily Ex. Sunday	
						21.46	R Y X		
				6.50		14.60	I		
				6.55 M. St. P. & S. S. M. Ry. Cross'g					
		34	VE 6	8.01	BE	13.45	D		
		35	VE15	14.77		6.09			
		44	VE31	21.01	NO	6.45	R D X		
				21.45					
				Time Over Subdivision				Average Speed Per Hour	

SEVENTH SUBDIVISION—CASSELTON JCT. AND VANCE.

SECOND CLASS			FIRST CLASS			Car Capacity	Station Numbers	Time Table No. 37 Effective October 14, 1934.	Telegraph Calls	Distance from Vance	SIGNS	FIRST CLASS	
(300)	(210)	(197)	(198)	(176)	(198)							(176)	
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Stations	Distance from Vance			Daily Ex. Sunday	Daily Ex. Sunday
L 8:16h	L 7:31h	L 8:25a			0.35	CASSELTON JCT.	8.74		Y	A 8:05h	A 9:05a		
					29	HOWES	5.83						
* 8:31	* 7:33	* 8:41			45	AMENIA	3.12	MY	D PW	* 7:48	* 8:52		
A 8:41h	A 7:40h	A 8:45a			69	VANCE	0.07		O R P Y	L 7:40h	L 8:45a		
.25 21.7	.10 20.6	.20 27.02			Time Over Subdivision				Average Speed Per Hour		.25 21.7	.20 27.2	

Special Rules—Fifth, Sixth and Seventh Subdivisions.

Westward trains are superior to eastward trains of the same class.

Maximum Speed—All Branch Lines.

Passenger
35 miles per hour.

Freight
20 miles per hour.

Train and Enginemen will be governed by Canadian National Railway time table and special rules when making delivery of cars and turning engines on wye at Northgate, Sask.

		SECOND CLASS		Car Capacity		Station Numbers	Distances from Stanley Line Jct.	Time Table No. 37		Telegraph Calls	Distances from Grenora	SIGN S		SECOND CLASS	
		177		Bridges	Other Trains			Effective October 14, 1934.				STATIONS	178		DAILY EX. MONDAY
		Daily Ex. Sunday													
		1.	8-25h		44			.....STANLEY LINE JCT.....		85.55		P X	A	9-25h	
		f	8-40		24	YD 6	6.41	.....WASSAIC.....		89.17				* 9-00	
		*	9-05		24	VD13	11.75	.....LOSTWOOD.....		74.83		D P		* 8-35	
		*	9-30		25	VD20	18.05	.....LUNDS VALLEY.....		68.53		D P		* 8-10	
		*10-00			44	VD26	24.61	.....POWER'S LAKE.....		61.97		D PW		* 7-45	
		*10-20			25	VD32	31.40	.....BATTLEVIEW.....		64.89		D P		* 7-05	
		*10-55			24	VD40	38.07	.....MCGREGOR.....		68.51		D P		* 6-45	
		*11-15			25	VD45	44.25	.....HAMLET.....		63.90		D P		* 6-20	
							48.28	.....WATER TANK.....		58.30		W			
		*11-55		29	29	VD52	50.27	.....WILDROSE.....		64.21		D P		* 5-55	
		*12-15h			25	VD59	57.25	.....CORINTH.....		59.53		D P		* 5-15	
		*12-35			25	VD66	64.34	.....ALAMO.....		53.24		D P		* 4-50	
		* 1-00			27	VD71	69.84	.....APPAM.....		48.74		D PW		* 4-25	
		* 1-20			25	VD78	74.63	.....ZAHN.....		41.95		D P		* 4-00	
		* 1-40			25	VD82	80.20	.....HANKS.....		6.52		D P		* 3-35	
		A 2-00h		43	62	VD88	86.53	.....GRENORA.....				R D PW C YX	L	3-15h	
		6-35						Time Over Subdivision						6-10	
		15.5						Average Speed Per Hour						14.0	

Special Rules.

Westward trains are superior to eastward trains of the same class.

Maximum Speed.

Between	Passenger	Freight
Stanley Line Jct. and Grenora.....	35 miles per hour.	20 miles per hour.

Special Rules.

Rule 671 to 671 (f), inclusive, amended as follows:

The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.

Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

O-7 engines do not clear stock yard bulk head at Williston, Minot and New Rockford.

O-7 engines not permitted on south stock yard tracks at New Rockford.

O-1, O-4 and O-7 engines not permitted on Northern Pacific interchange track at Casselton.

O-1 and O-4 engines not permitted on sharp curve on Avoca coal mine track.

F-8 engines must not exceed five miles per hour on Noonan coal mine tracks.

At point where motive power or engine crew or train crew is changed, tests of the train brake system must be made as prescribed by the rules.

Speed Restrictions.

Engines backing up, 20 miles per hour.

Between Chaffee Jet. and Chaffee, 12 miles per hour.

Engines backing up on Chaffee Line, 10 miles per hour.

Automatic Interlocking At

Lurgan..... 1.85 miles East, with C. M. St. P. & P. Ry.

New Rockford..... With N. P. Ry.

Norfolk..... With M. St. P. & S. S. M. Ry.

C. K. Tower..... End of Double Track.

Bowbells..... 1.15 miles East, with M. St. P. & S. S. M. Ry.

STANDARD INTERLOCKING RULES 601 TO 635, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED". If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

To Operate Smash board Mechanism by Hand.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing.

Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
First Subdivision.			
Armour's Spur.....	3.93 miles west Fargo (Phone).....	East End	270 Cars
Smith Spur.....	3.60 miles west Newman.....	East End	10 Cars

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Main 7508, House Colfax 0490, 1849 Medical Arts Bldg., 9th St. and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Minneapolis, Minn.
Dr. L. H. Kernott.....	Division Surgeon.....	Minot, N. D.
Dr. Frank Wheelon.....	Assistant Division Surgeon.....	Minot, N. D.
Dr. E. W. Rimer.....	Assistant Division Surgeon.....	Breckenridge, Minn.
Dr. R. E. Weible.....	Assistant Division Surgeon.....	Fargo, N. D.
Dr. Archibald D. McCannell.....	Ophthalmic Surgeon.....	Minot, N. D.
Dr. C. P. Rice.....	Ophthalmic Surgeon.....	Breckenridge, Minn.

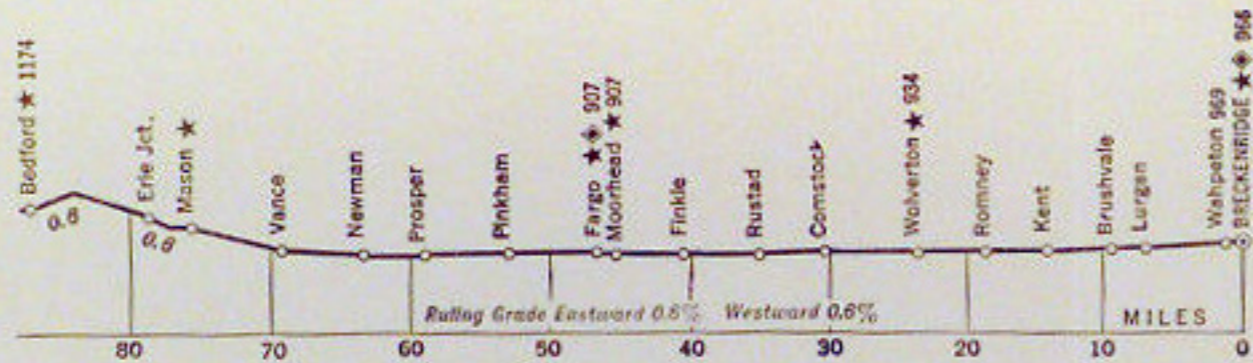
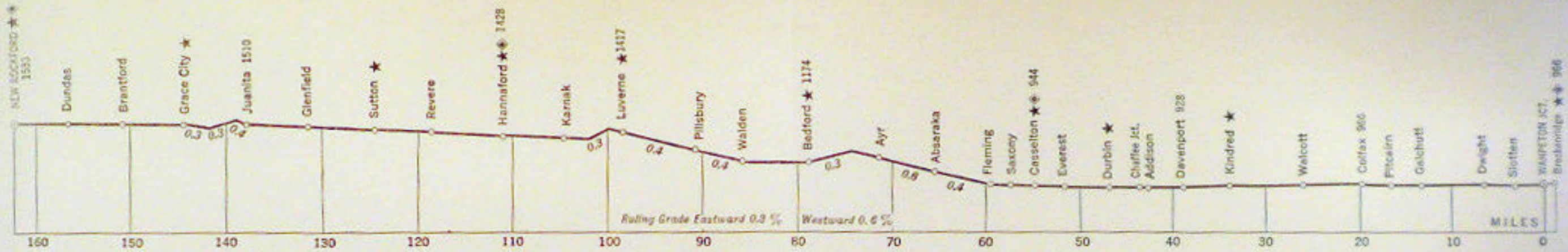
LOCAL SURGEONS

Dr. S. J. Hills.....	Berthold, N. D.
Dr. G. H. Hiltz.....	Bowbells, N. D.
Dr. H. W. Miller.....	Casselton, N. D.
Dr. George Moffatt.....	Crosby, N. D.
Dr. H. L. Halverson.....	Des Lacs, N. D.
Dr. Kent E. Darrow.....	Fargo, N. D.
Dr. John Crawford.....	New Rockford, N. D.
Dr. O. S. Leedahl.....	Stanley, N. D.
Dr. W. John Pangham.....	Wahpeton, N. D.
Dr. C. A. Wiklund.....	Wildrose, N. D.
Dr. C. B. Jones.....	Williston, N. D.

W. T. HIATT, Chief Dispatcher.

J. P. CAMERON, Train Master.

R. S. KNIPPEN, Train Master.



Water.....★
 Fuel.....★
 Elevation 986

