

**COMPANY SURGEONS.**

- Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508,  
House Colfax 0499, 1849 Medical Arts Bldg., 9th St. and  
Nicollet Ave., Minneapolis, Minn.  
Dr. H. M. N. Wynne, Asst. Chief Surgeon, Minneapolis, Minn.  
Dr. L. H. Kermott, Division Surgeon, Minot, N. D.  
Dr. Frank Wheelon, Asst. Division Surgeon, Minot, N. D.  
Dr. E. W. Rimer, Asst. Division Surgeon, Breckenridge, Minn.  
Dr. R. E. Weible, Asst. 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. G. H. Hilts .....Bowbells, N. D.  
Dr. H. W. Miller .....Casselton, N. D.  
Dr. George Moffatt .....Crosby, N. D.  
Dr. E. W. Humphrey .....Moorhead, Minn.  
Dr. Kent E. Darrow .....Fargo, N. D.  
Dr. John Crawford .....New Rockford, N. D.  
Dr. J. R. Mackenzie .....New Rockford, N. D.  
Dr. Chas. MacLachlan .....New Rockford, N. D.  
Dr. M. J. Flath .....Stanley, N. D.  
Dr. Clarence V. Bateman .....Wahpeton, N. D.  
Dr. C. S. Jones .....Williston, N. D.  
r. J. P. Craven .....Williston, N. D.

W. T. HIATT, Chief Dispatcher.  
C. O. HOOKER, Train Master.  
R. E. STROM, Train Master.



**MINOT  
DIVISION**

**TIME  
TABLE  
46**

EFFECTIVE 12:01 A. M.

CENTRAL TIME

**Sunday, February 6, 1938.**

M. L. GAETZ, Superintendent.

C. McDONOUGH, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS					Distance from Breckenridge	Time Table No. 46		Telegraph Calls
	Sidings	Other Tracks	401	449	199	341	1	27	209	197	3		Effective February 6, 1938		
			Daily	Daily	Daily Ex. Sun.	Tue., Thu., Sat.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily		STATIONS		
A214	Yard	1155	L 10.00pm	L 6.35pm			L 2.03pm	L 1.27pm	L 5.15am	L 4.55am		0.99	BRECKENRIDGE	BR	
R1		108							s 5.19	s 4.57		1.19	WAPETON	WH	
			A 10.10pm	A 6.45pm			2.06	1.30	A 5.21am	4.58		1.21	C. M. ST. P. & P. RY. CROSS.		
												5.40	WAPETON JCT.	WJ	
													C. M. ST. P. & P. RY. CROSS.		
P7		35					2.15	1.38		5.08		7.25	LURGAN		
P9		19							f 5.11			9.20	BRUSHVALE		
P14	90	43					2.25	1.47	f 5.21			14.23	KENT	KN	
P19		9										18.70	ROMNEY		
P23	89	32					2.39	1.59	f 5.38			23.24	WOLVERTON	WO	
P29		35					2.48	2.08	f 5.50			30.07	COMSTOCK	CO	
P35		36					2.55	2.14	f 5.59			35.23	RUSTAD		
P40		35					3.02	2.21	6.06			40.75	FINKLE		
							3.08	2.28	6.13			44.79	MOORHEAD JCT.		
TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.															
242	Yard	1301			L 6.30am	L 8.25am	3.15	2.35	L 7.00am	6.20		46.66	1.87	FARGO	FO
242					6.35	8.30	A 3.25pm	2.45	7.05	A 6.35am		47.70	1.04	FARGO JCT.	F
FS6	68	14			f 6.48	s 8.43		2.53	f 7.13			52.91	5.21	PINKHAM	
FS12	69	23			s 7.01	s 8.55		3.01	s 7.24			59.08	6.17	PROSPER	RO
FS17		13				s 9.05			s 7.29			63.32	4.24	NEWMAN	
FS23	69				s 7.17	s 9.20		3.15	A 7.45am			69.55	6.23	VANCE	
FS29	69	32			f 7.29	s 9.45		3.23				75.57	6.02	MASON	
S15					7.34	A 9.55am		3.27				78.60	3.03	ERIC JCT.	
FS41	128		L 1.55am	L 9.57pm	s 8.15			3.38				87.41	8.81	BEDFORD	W
FS47	79	23	2.10	10.10	s 8.25			3.45				94.10	6.69	WALDEN	
FS53	80	23	2.35	10.25	s 8.40			3.52				99.46	5.36	PILLSBURY	BY
FS60	128	34	3.05	10.45	s 9.01			4.01				106.85	7.39	LIVERNE	LV
FS67	79	34	3.20	10.59	s 9.15			4.09				113.21	6.39	KARNAK	NA
FS73	133	26	3.55	11.30	s 9.45			4.16				119.60	6.39	N. P. RY. CROSSING	HO
FS80		83			s 9.59			4.23				127.02	7.42	HANNAFORD	
FS86	139	33	4.25	11.54	s 10.15			4.29				133.00	7.42	REVERE	VR
													5.98	SUTTON	SU
FS93		52	4.43	12.12am	s 10.35			4.35				139.97	6.97	GLENFIELD	GD
FS100	144	33	4.59	12.25	s 10.55			4.41				145.53	6.56	JUANITA	JA
FS106		43	5.15	12.38	s 11.15			4.47				152.97	6.44	GRACE CITY	G
FS113	144	33	5.30	12.51	s 11.35			4.53				159.36	6.39	BRANTFORD	BF
FS118	77	32	5.45	1.03	f 11.50			4.59				165.11	5.75	DUNDAS	
FS124	Yard	641	A 6.00am	A 1.15am	A 12.05pm			A 5.06pm				170.95	5.84	N. P. RY. CROSSING	KO
			4.15	3.28	5.35	1.25		1.05	3.39	.45	.06	1.18			
			19.9	24.4	22.2	21.8		41.3	46.8	30.5	12.1	1.6			
Time Over Subdivision Average Speed Per Hour															

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

Special Rules, Page 11.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 46 Effective February 6, 1938.		Distances from New Rockford	FIRST CLASS					SECOND CLASS		THIRD CLASS		SIGNS	
			2	210	198	28	4	200	342	402	448		
			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Tue., Thu., Sat.	Daily	Daily		
AUTOMATIC BLOCK SIGNALS	..... BRECKENRIDGE.....	170.95	A 5.10pm		A 9.00pm	A 12.50Am	A 12.55Am			A 12.45pm	A 3.00Am	RDNXW CKOYI	
	..... WAHPETON.....	169.96			s 8.53		s 12.49						
	C. M. ST. P. & P. RY. CROSS.	169.76											
	..... WAHPETON JCT.....	169.74	5.03		L 8.51pm	12.45	12.48			L 12.35pm	L 2.50Am	DN I	
	C. M. ST. P. & P. RY. CROSS.	166.65											
	..... LURGAN.....	163.70	4.55			12.36	12.40					P	
	..... BRUSHVALE.....	161.75											
	..... KENT.....	166.72	4.46			12.25	f 12.31					DP	
	..... ROMNEY.....	162.25											
	..... WOLVERTON.....	147.71	4.34			12.11	f 12.20					DP	
..... CONSTOCK.....	140.88	4.25			12.01Am	f 12.13					DP		
..... RUSTAD.....	135.72	4.18			11.53	f 12.05Am					DP		
..... FINKLE.....	130.20	4.11			11.45	11.58					P		
..... MOORHEAD JCT.....	126.16	4.05			11.37	11.52					IRDNPYX		
<b>TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.</b>													
AUTOMATIC %K SIGNALS	..... FARGO.....	124.29	4.00 3.55	A 7.25pm		11.30 11.10	11.40 11.20		A 7.00pm	A 3.35pm		RDN WOKX	
	..... FARGO JCT.....	123.25	3.50	7.20		11.05	L 11.15pm		6.50	3.25		DKRP CWYX	
	..... PINKHAM.....	118.04	3.40	f 7.10		10.55			f 6.20	s 2.53		P	
	..... PROSPER.....	111.87	3.31	s 6.59		10.43			s 6.01	s 2.30		DP	
	..... NEWMAN.....	107.63		f 6.50					s 6.01	s 2.15			
	..... VANCE.....	101.40	3.15	L 6.40pm		10.23			s 5.25	s 2.00		YP	
	..... MASON.....	95.88	3.03			10.14			f 5.01	s 1.45		WP	
	..... ERIE JCT.....	92.35	2.58			10.10			4.55	L 1.35pm		P	
	..... BEDFORD.....	89.54	2.47			9.57			s 4.35		A 8.15Am	A 11.30pm	IDNW
	..... WALDEN.....	76.85	2.38			9.49			s 4.05		8.00	11.12	P
..... PILLSBURY.....	71.49	2.32			9.42			s 3.52		7.45	11.00	DP	
..... LUVERNE.....	64.10	2.23			9.32			s 3.30		7.25	10.45	DPW	
..... KARNAK.....	57.74	2.14			9.23			s 3.10		7.05	10.25	DP	
..... N. P. RY. CROSSING.....	51.35	f 2.05			s 9.14			s 2.55		6.45	10.10	IDNPWC	
..... HANNAFORD.....	43.93	1.54			9.03			s 2.30				P	
..... REVERE.....	37.95	1.47			8.55			s 2.20		5.50	9.33	DP	
..... SUTTON.....													
..... GLENFIELD.....	30.98	1.38			8.45			s 2.00		5.25	9.18	DP	
..... JUANITA.....	24.42	1.31			8.36			s 1.40		4.59	9.05	DP	
..... GRACE CITY.....	17.98	1.24			8.27			s 1.24		4.30	8.53	DPW	
..... BRANTFORD.....	11.59	1.17			8.18			s 1.02		4.10	8.40	DP	
..... DUNDAS.....	5.84	1.10			8.10			f 12.45		3.50	8.25	P	
..... N. P. RY. CROSSING.....													
..... NEW ROCKFORD.....		L 1.00pm			L 8.00pm			L 12.30pm		L 3.30Am	L 8.05pm	RDNPK IWCX	
Time Over Subdivision			4.10	.45	.09	4.50	1.03		6.30	1.50	4.55	3.35	
Average Speed Per Hour			41.0	30.5	8.1	35.3	42.6		19.1	16.8	17.02	23.6	

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

Special Rules, Page 11.

**4 WESTWARD**

**SECOND SUBDIVISION**

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from New Rockford	Time Table No. 46		Telegraph Calls
	Sidings	Other Tracks	401	449	199	1	27	3	STATIONS				
			Daily	Daily			Daily	Daily			Daily		
FS124	Yard	641	L 6.30Am	L 1.40Am	L 12.53Pm		L 5.09Pm						
FS131	79	23	6.50	1.55	f 1.10		5.18			6.80		NEW ROCKFORD 6.80	KO
FS137	W 88 E 78	35	7.05	2.08	s 1.30		5.25			12.49		MUNSTER 5.89	
FS143	78	31	7.17	2.21	s 1.48		5.32			18.60		BREMEN 6.11	BN
FS149	78	31	7.30	2.35	s 2.10		5.39			25.01		HAMBERG 6.41	MA
FS155	78	33	7.42	2.48	s 2.30		5.46			31.11		HEIMDAL 6.10	HD
FS162	78	33	7.55	3.02	s 2.50		5.52			37.43		WELLSBURG 6.32	WX
FS169	23	23	8.10	3.15	s 3.05		5.59			44.46		SELZ 7.03	Z
FS177	W 103 E 100	34	8.45	3.52	s 3.35		6.07			52.74		CLIFTON 8.23	
FS183		36	9.01	4.08	f 3.45					58.62		AYLMER 5.88	MR
FS187	138	34	9.10	4.15	s 3.55		6.18			62.49		M. St. P. & S. M. Ry. Crossing	
FS193		33	9.25	4.28	s 4.05		6.24			68.45		NORFOLK 6.42	
FS200	78	33	9.40	4.41	s 4.22		6.31			75.31		GUTHRIE 5.87	G
FS205	141	60	10.10	4.53	s 4.45		6.37			81.17		RANGELEY 5.86	
FS212	79	33	10.30	5.07	s 5.05		6.44			87.59		KARLSRUHE 5.88	RA
FS218	79	25	10.59	5.20	f 5.39		6.50			94.00		VERENDRYE 6.42	RY
519			11.20	5.35	s 5.58		L 10.30Pm	6.58	L 3.25Pm	101.58		SIMCOE 6.41	MO
523		180	11.30	5.45			10.36	7.03	3.31	106.97		GENOA 7.58	
526	Yard	1480	A 11.45Am	A 5.55Am	A 6.30Pm		A 10.45Pm	A 7.10Pm	A 3.40Pm	108.81		SURREY (Dakota Division Jet.) 4.29	SR
			5.15 20.7	4.15 25.6	5.37 19.3		.15 28.9	2.01 53.9	.15 28.9			C. K. TOWER 2.34	AD
												MINOT	
												Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

**Special Rules.**

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

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.

**SECOND SUBDIVISION**

**EASTWARD 5**

Time Table No. 46 Effective February 6, 1938		Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
			2	4	28		200			448	402		
			Daily	Daily	Daily		Daily Ex. Sunday			Daily	Daily		
STATIONS													
BLOCK SIGNALS	NEW ROCKFORD.....	108.81	A 12.53pm		A 7.55pm			A 12.05pm			A 7.20pm	A 3.00am	IRDNP KWCX
	6.80 MUNSTER.....	102.01	12.43		7.41			f 11.43			7.05	2.30	P
	5.69 BREMEN.....	96.32	12.36		7.32			s 11.28			6.55	2.08	DP
	6.11 HAMBERG.....	90.21	12.29		7.23			s 11.08			6.43	1.50	DP
	6.41 HEIMDAL.....	88.80	12.21		7.14			s 10.48			6.30	1.30	DPW
	6.10 WELLSBURG.....	77.70	12.14		7.05			s 10.28			6.12	1.10	DP
	6.32 SELZ.....	71.88	12.07pm		6.56			s 10.08			5.52	12.50	DP
	7.03 CLIFTON.....	64.35	11.58		6.46			s 9.48			5.28	12.20am	P
	8.28 AYLMER.....	56.07	11.48		6.33			s 9.30			5.10	11.50	DNPWC
	5.88 M. St. P. & S. M. Ry. Crossing												
	6.41 NORFOLK.....	50.19						f 9.01					I P
	3.87 GUTHRIE.....	46.32	11.36		6.18			s 8.50			4.48	11.15	DP
	5.95 RANGLEY.....	40.36	11.29		6.07			s 8.33			4.38		P
	6.85 KARLSRUHE.....	33.50	11.21		5.59			s 8.22			4.22	10.45	DP
	5.86 VERENDRYE.....	27.64	11.14		5.53			s 8.05			3.55	10.25	DPW
	6.42 SIMCOE.....	21.22	11.07		5.46			s 7.48			3.40	10.05	DP
	6.41 GENOA.....	14.81	10.59		5.39			f 7.32			3.25	9.45	P
	7.58 SURREY.....	7.23	10.50	A 3.00pm	5.30			s 7.20			3.10	9.25	RDNPI
	(Dakota Division Jct.)												
	4.39 C. K. TOWER.....	2.84	10.40	2.50	5.22			7.05			2.55	9.00	PXI IRDNP WCKOX
2.84 MINOT.....		L 10.35am	L 2.45pm	L 5.15pm			L 7.00am			L 2.45pm	L 8.45pm		
Time Over Subdivision		2.18	.15	2.40			5.05			4.35	8.15		
Average Speed Per Hour		47.3	28.9	40.8			21.4			23.7	17.4		

**Special Rules—Continued.**

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

**Maximum Speed.**

Between Passenger Freight  
New Rockford and Minot..... 65 miles per hour. 40 miles per hour.

Heading in on Freight lead  
C. K. Tower ..... 10 miles per hour.

10 miles per hour passing through Sidings.

**6 WESTWARD**

**THIRD SUBDIVISION**

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from Minot	Time Table No. 46 Effective February 6, 1938	STATIONS	Telegraph Calls
	Sidings	Other Tracks	401	449		(178)	1	27	219	3				
			Daily	Daily		Daily Ex. Mon.	Daily	Daily	Daily Ex. Sun.	Daily				
528	Yard	1480	L 1.00Pm	L 10.25Am			L 10.50Pm	L 7.20Pm	L 3.55Pm	L 3.50Pm				
536	Continuous E70 W160	170	14	1.40	11.01			11.08	7.36	4.15	f 4.07	9.34		
538		15	2.10	11.15			11.15	7.42	4.25	s 4.14	18.47			
544		80	27	2.20	11.30			11.21	7.48	4.37	s 4.21	17.59		
549	E99 W69	197	2.30	11.47			11.27	7.53	s 4.45	s 4.30	22.33			
552	E95 W72	7	2.39	11.56			11.33	7.59	A 4.46Pm	f 4.37	27.01			
558		15	2.53	12.10Pm			11.40	8.06		s 4.45	32.05			
565	E70 W73	16	3.07	12.25			11.48	8.14		s 4.54	38.87			
572	22	3.20	12.40				11.57	8.22		s 5.04	45.85			
580	E79 W247	118	3.46	1.01		L 6.55Am A 7.05Am	s 12.10Am	8.32		s 5.23	52.29 53.70			
587	79	24	4.05	1.15			12.22	8.42		s 5.36	57.45 61.03			
592	88	10	4.20	1.25			12.29	8.48		f 5.44	65.59			
599	E104 W104	25	4.56	1.40			12.40	8.58		s 5.59	73.11			
609	109	22	5.15	2.01			12.51	9.07		s 6.13	80.97			
614	80	17	5.30	2.15			12.59	9.14		s 6.22	86.50			
617	E112 W69	34	5.43	2.27			1.08	9.21		s 6.33	92.74			
625	91	26	5.55	2.40			1.16	9.28		s 6.42	98.07			
631		22	6.10	2.50			1.24	9.35		s 6.50	103.24			
633	82	17	6.25	2.59			1.32	9.43		s 6.58	109.06			
641	79		6.40	3.09			1.40	9.50		f 7.05	114.64			
647	Yard	1764	A 7.00Pm	A 3.25Pm			A 1.50Am	A 10.00Pm		A 7.15Pm	120.32			
			6.00 20.0	5.00 24.0			.10 8.4	3.00 40.1	2.40 45.1	.51 26.5	3.25 35.2			

MINOT	AD
M. St. P. & S. S. M. Ry. Crossing	
2.43	
W. L. TOWER	
6.91	
RALSTON	
4.33	
DES LACS	DE
4.12	
LONE TREE	NE
4.74	
BERTHOLD	BD
0.26	
CROSBY LINE JCT.	
4.42	
ROACH	
5.04	
TAGUS	Q
6.32	
BLAISDELL	BX
6.98	
PALERMO	P
6.44	
GRENORA LINE JUNCTION	
1.41	
STANLEY	SY
3.75	
B. K. TOWER	
3.58	
ROSS	VR
4.56	
MANITOU	
7.52	
WHITE EARTH	WH
7.88	
TIOGA	G
5.53	
TEMPLE	MP
6.24	
RAY	RA
5.38	
WHEELLOCK	W
5.17	
EPPING	PG
5.82	
SPRING BROOK	SB
5.58	
AVOCA	
5.68	
WILLISTON	WN

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

**Special Rules.**

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

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 west switch to second track located at east end westward siding Des Lacs is for second track. Normal position east switch to second track located at west end Ralston siding is for second track.

R1 engines not permitted on industry tracks.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 46

Effective February 6, 1938

STATIONS	Distance from Williston	FIRST CLASS				SECOND CLASS		THIRD CLASS		SIGNS
		220	2	4	28	(177) 180		448	402	
		Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday		Daily	Daily	
MINOT M. St. P. & S. S. M. Ry. Crossing	120.82	A 10.00Am	A 10.25Am	A 2.35Pm	A 5.00Pm			A 12.50Pm	A 7.20Pm	IRDNPW CKOX
W. L. TOWER	117.89									IPX
RALSTON	110.98	f 9.46	f 10.11	f 2.17	f 4.47			12.10	6.50	P
DES LACS	106.85	f 9.40	f 10.05	s 2.10	s 4.42			12.02Pm	6.40	DPW
LONE TREE	102.73		s 9.33	s 9.59	s 1.57			11.55	6.30	P
BERTHOLD	97.99	s 9.25	s 9.52	s 1.50	s 4.30			11.47	6.15	DNP CYX
CROSBY LINE JCT.	97.73	L 9.20Am								
ROACH	93.81		f 9.45	f 1.42	f 4.20			11.40	6.01	P
TAGUS	88.27		s 9.38	s 1.35	s 4.13			11.33	5.45	DP
BLAISDELL	81.45		s 9.30	s 1.25	s 4.05			11.22	5.23	DP
PALERMO	74.47		s 9.22	s 1.13	s 3.56			11.10	5.04	DPW
GRENORA LINE JUNCTION	68.03					A 6.25Pm				IP DNP WCYX
STANLEY	66.62		s 9.12	s 1.01	s 3.46	L 6.15Pm		10.55	4.20	
B. K. TOWER	62.87									IP
ROSS	59.29		s 9.02	s 12.43	s 3.33			10.42	4.05	DP
MANITOU	54.73		f 8.56	f 12.35	f 3.27			10.35	3.50	P
WHITE EARTH	47.21		s 8.45	s 12.24	s 3.17			10.10	3.17	DPW
TIOGA	39.35		s 8.35	s 12.11	s 3.07			9.45	2.55	DP
TEMPLE	33.82		s 8.29	s 12.02Pm	s 3.00			9.35	2.42	P
RAY	27.58		s 8.22	s 11.53	s 2.52			9.20	2.27	DPW
WHELOCK	22.25		s 8.16	s 11.43	s 2.45			9.10	1.55	RDNPW CKOX
EPPING	17.08		s 8.07	s 11.33	s 2.37			8.50	1.20	DP
SPRING BROOK	11.26		s 7.58	s 11.23	s 2.28			8.30	12.45	PW
AVOCA	5.68		f 7.49	f 11.14	f 2.19			8.10	12.15Pm	P
WILLISTON		L 7.40Am	L 11.05Am	L 2.10Pm				L 7.50Am	L 11.45Am	RDNPW CKOX
Time Over Subdivision		.40	2.45	3.30	2.50			5.00	7.35	
Average Speed Per Hour		33.3	43.7	34.3	42.4		8.4	24.0	15.8	

Special Rules—Continued.

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

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 these stations.

Maximum Speed.

Between	Passenger	Freight
Minot and Williston	65 miles per hour.	40 miles per hour.
Heading in on long lead		
B. K. and W. L. Towers	15 miles per hour.	10 miles per hour.
10 miles per hour passing through sidings.		

**8 WESTWARD**

**FOURTH SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS			Distance from Wahpeton Jct.	Time Table No. 46 Effective February 6, 1932 STATIONS	Telegraph Calls	Distance from Bedford	SIGNS	FIRST CLASS			THIRD CLASS		
	Siding	Other Tracks	401	449	(210)	209	197						(209)	176	210	198	402	448
			Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
R 4	12		L 10.10pm	L 6.45pm			L 5.21am	3.14	WHPETON JCT.	WJ	78.84	IDNX			A 8.51pm	12.35pm	A 2.50am	
R 8	109	32	10.25	6.59			5.28	6.63	SLOTTEN		75.70				8.46			
R14	70	22	10.40	7.12			5.37	13.24	DWIGHT	DT	72.21	DP			8.40	12.15pm	2.35	
R18	20						5.50	16.63	GALCHUTT	GS	85.60	DP			8.26	11.55	2.20	
							5.56		PITCAIRN		82.21	P			8.20			
R21	109	29	10.55	7.24			6.03	19.83	COLFAX	CX	59.01	DP			8.14	11.37	2.05	
R28	70	34	11.10	7.35			6.16	26.02	WALCOTT	Q	52.82	DP			8.02	11.20	1.50	
R36	109	71	11.30	7.48			6.34	33.96	KINDRED	KR	44.88	DPW			7.48	10.52	1.30	
R41	70	32	11.45	8.04			6.46	38.93	DAVENPORT	DV	39.01	IDP			7.38	10.40	1.18	
R44	32						6.54	42.88	ADDISON		35.98	P			7.30			
R48	109	37	12.05am	8.22			7.05	43.23	CHAFFEE JCT.		35.61	P						
R53	17						7.12	46.70	DURBIN	DU	31.14	DP			7.22	10.20	1.00	
							7.24	51.59	EVEREST		27.26				7.15			
R56	134	204	12.40	8.50	L 6.20pm	L 8.10am	7.24	54.37	CASSELTON TOWER	CT	24.47	RIDN FWX						
							7.24	54.59	CASSELTON	A	24.25		A 8.07am	A 6.20pm	7.10	9.55	12.40	
S 3	12		12.42	8.52	A 6.21pm	8.11	7.25am	54.92	CASSELTON JCT.		23.92	Y	L 8.05am	6.14	L 7.05pm	9.35	12.25	
S 5	69	14	12.55	9.05			8.21	57.17	SAXONY		21.67							
T 1	69	19	1.15	9.20			8.35	59.41	FLEMING		19.43	P		6.06		9.21	12.11	
T 7	105	26	1.35	9.40			8.52	65.31	ABSAKA	AX	13.53	DP		5.58		9.05	12.02am	
							8.52	71.34	AYR	AY	7.50	DP		5.48		8.52	11.50	
FR41	128	17	A 1.55am	A 9.57pm			9.10am	78.84	BEDFORD	W		RID NW		L 5.35pm		L 8.15am	L 11.30pm	
			3.45	3.12			19.8		Time Over Subdivision					.02	.45	1.48	4.20	
			21.0	24.6			204		Average Speed Per Hour					9.9	32.3	31.1	18.1	
							26.5										3.20	
																	23.6	

**Special Rules.**

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

Register of trains at Breckenridge cover their arrival at Wahpeton Jct.

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.

Maximum Speed.

Between Wahpeton Jct. and Bedford..... Passenger 50 miles per hour. Freight 35 miles per hour.  
10 miles per hour passing through sidings.



**WESTWARD**

**FIFTH SUBDIVISION**

**EASTWARD 9**

Station Numbers	Car Capacity		FIRST CLASS		Distance from Berthold	Time Table No. 46 Effective February 6, 1938			Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	219	Daily Ex. Sunday		STATIONS	220	Daily Ex. Sunday					
549			L	4.46pm		<b>BERTHOLD LINE JCT.</b>	BD	88.77	RDN WCYX	A	9.20Am		
VB 7	21		s	5.05	6.97	<b>HARTLAND</b>	HN	81.80	D		s	9.05	
VB13	30	30	s	5.25	13.27	<b>AURELIA</b>	AU	75.50	D		s	8.50	
VB21		35	s	5.45	20.54	<b>WATER TANK</b>		73.57	W				
						<b>COULEE</b>	C	68.23	D		s	8.34	
VB28		35	s	6.05	27.56	<b>KENASTON</b>	K	61.21	D		s	8.14	
VB34	30	31	s	6.25	34.18	<b>NOBE</b>	NB	54.59	RDYCX		s	7.58	
VB41	30	30	s	6.45	40.90	<b>NORTHGATE LINE JCT.</b>		54.31					
VB48		35	s	7.05	47.57	<b>COTEAU</b>	KO	47.87	D		s	7.38	
VB55	30	30	s	7.25	55.10	<b>WOBURN</b>	WB	41.20	D		s	7.18	
58		9			58.40	<b>LIGNITE</b>	NG	33.87	DW		s	6.55	
VB63		35	f	7.45	63.13	<b>RELIANCE</b>		30.37					
VB66	16		s	7.53	65.17	<b>STAMPEDE</b>		25.64			f	6.32	
VB69		35	s	8.05	68.63	<b>KINCAID</b>	KC	23.60	DYX		s	6.27	
VB72		20			71.33	<b>LARSON</b>	RN	20.14	D		s	6.17	
VB76		35	s	8.25	75.55	<b>STRANGE SIDING</b>							
VB81		35	f	8.35	81.21	<b>NOONAN</b>	NX	13.22	DYX		s	5.57	
VB84		10	f	8.41	84.47	<b>PAULSON</b>		7.56	W		f	5.42	
VB89	39	57	A	8.50pm	88.77	<b>JUNO</b>		4.30			f	5.37	
				4.04	21.74	<b>CROSBY</b>	CY		RDCYX	L	5.30Am		
						Time Over Subdivision Average Speed Per Hour							3.50 22.66

**Special Rules—Fifth and Sixth 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

10 miles per hour passing through sidings.

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.

**WESTWARD**

**SIXTH SUBDIVISION**

**EASTWARD**

Station numbers	Car Capacity		Distance from Northgate Line Jct.	Time Table No. 46 Effective February 6, 1938			Telegraph Calls	Distance from Boundary Line	SIGNS
	Sidings	Other Tracks		STATIONS					
VE 8	28		6.86	<b>NORTHGATE LINE JCT.</b>			21.46	RYX	
VE15	32		8.01	<b>M. St. P. &amp; S. S. M. Ry. Crossing.</b>			14.60	I	
VE21	44	60	14.77	<b>BOWELLS</b>	BE		13.45	D	
			21.01	<b>PERELLA</b>			6.69		
			21.46	<b>NORTHGATE</b>	NO		0.45	RDX	
				<b>BOUNDARY LINE</b>					
				Time Over Subdivision Average Speed Per Hour					



**EASTWARD**

Station	Time	FIRST CLASS	
		(200)	108
		Daily Ex. Sunday	Daily Ex. Sunday
BRIDGE	8:24	8:05 AM	7:05 AM
MY	2:12	7:52	6:48
		7:45 AM	6:40 PM
		7:20	6:25

**EASTWARD**

Time	Notes
5:15 AM	<p><b>Special Rules.</b></p> <p>Westward trains are superior to eastward trains of the same class.</p> <p><b>Maximum Speed.</b></p> <p><b>Passenger</b> Stanley Line Jct. and Grenora 35 miles per hour.</p> <p><b>Freight</b> 20 miles per hour.</p> <p>10 miles per hour passing through sidings.</p> <p>F8 class engines largest engines permitted on this subdivision.</p>
5:30 AM	
5:45 AM	
6:00 AM	
6:15 AM	
6:30 AM	
6:45 AM	
7:00 AM	
7:15 AM	
7:30 AM	

**SPECIAL**

**First Subdivision.**

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.**

Between	Passenger	Freight
Breckenridge and Vance	50 miles per hour.	35 miles per hour.
Vance and New Rockford	65 miles per hour.	40 miles per hour.

10 miles per hour heading in on Eastward main track Breckenridge.

10 miles per hour passing through sidings.  
First and Second class trains register and receive clearance card Form A at Fargo passenger station; other trains register at Fargo Jct. All trains register by card at Moorhead Jct.

Trains No. 199-200-209-210-341 and 342 will register at Vance. A proceed signal on the eastward semaphore at Wahpeton Junction will give all eastward first-class trains right over all opposing trains to west end double track Breckenridge and second-class and inferior trains right over all opposing trains to the west switch Breckenridge. This in no way conflicts with Rule S-98.

Supplementing Rule No. 509 (b)—When stopped by a STOP and PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL INDICATION, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

**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.

N. P. Ry. Crossing, Moorhead Jct.

First Subdivision—One long and one short.

Minot Division, Crossing at 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.

**SPECIAL RULES.**

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

The speed of trains through the Approach and Home signal boxes 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.

Q-1 engines not permitted on industry tracks on First, Second, Fourth, and Seventh Subdivisions.

Hannaford will be flag stop for No. 2 to pick up revenue passengers destined Twin Cities or beyond.

**BUSINESS TRACKS NOT SHOWN**

NAME	
<b>First Subdivision.</b>	
Armour's Spur	3.93 mile
Smith Spur	3.60 mile