



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. McCannel Ophthalmic Surgeon, Minot, N. D.
- Dr. C. P. Rice, Ophthalmic Surgeon, Breckenridge, Minn.

LOCAL SURGEONS.

- Dr. G. H. HiltsBowbells, N. D.
- Dr. H. W. MillerCasselton, N. D.
- Dr. George MoffattCrosby, N. D.
- Dr. E. W. HumphreyMoorhead, Minn.
- Dr. Kent E. DarrowFargo, N. D.
- Dr. C. G. OwensNew Rockford, N. D.
- Dr. Chas. MacLachlanNew Rockford, N. D.
- Dr. M. J. FlathStanley, N. D.
- Dr. Clarence V. BatemanWahpeton, N. D.
- Dr. C. S. JonesWilliston, N. D.
- Dr. J. P. CravenWilliston, N. D.
- r. Robert GoodmanPowers Lake, N. D.

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



**MINOT
DIVISION**

**TIME
TABLE
48**

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Saturday, April 1, 1939.

M. J. WELSH, 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. 48		Telegraph Calls
	Siding	Other Trains	401	449	199	341	1	27	209	197	3		Effective April 1, 1939		
			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 4.45Am		0.99	BRECKENRIDGE.....	BR	
R1		108							s 5.19	s 4.50		1.19	WAPPETON.....	WH	
			A 10.10Pm	A 6.45Pm			2.06	1.30	A 5.21Am	4.51		1.21	C. M. ST. P. & P. RY. CROSS.		
												5.40	WAPPETON JCT.....	WJ	
													C. M. ST. P. & P. RY. CROSS.		
P7		35					2.15	1.38			5.01	7.25	LURGAN.....		
P9		19								f 5.04		9.20	BRUSHVALE.....		
P14	80	43					2.25	1.47		f 5.15		14.23	KENT.....	KN	
P19		9										18.70	ROMNEY.....		
P23	89	32					2.39	1.59		f 5.33		23.24	WOLVERTON.....	WO	
P29		35					2.48	2.08		f 5.46		30.07	COMSTOCK.....	CM	
P35		36					2.55	2.14		f 5.56		35.23	RUSTAD.....		
P40		35					3.02	2.21			6.05	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	FARGO.....	FO	
							3.20	2.40			6.30				
242					6.35	8.30	A 3.25Pm	2.45	7.05		A 6.35Am	47.70	FARGO JCT.....	F	
FS6	68	14			f 6.48	s 8.43		2.53	f 7.13			52.91	PINKHAM.....		
FS12	69	23			s 7.01	s 8.55		3.01	s 7.24			59.08	PROSPER.....	RO	
FS17		13			s 7.01	s 9.05			s 7.29			63.32	NEWMAN.....		
FS23	69				s 7.17	s 9.20		3.15	A 7.45Am			69.55	VANCE.....		
FS29	69	32			f 7.29	s 9.45			3.23			75.57	MASON.....		
S16					7.34	A 9.55Am			3.27			78.60	ERIE JCT.....		
FS41	128		L 1.55Am	L 9.57Pm	s 8.15				3.38			87.41	BEDFORD.....	W	
FS47	79	23	2.10	10.10	s 8.25				3.45			94.10	WALDEN.....		
FS53	80	23	2.35	10.25	s 8.40				3.52			99.46	PILLSBURY.....	BX	
FS60	128	34	3.05	10.45	s 9.01				4.01			106.85	LUVERNE.....	N	
FS67	79	34	3.20	10.59	s 9.15				4.09			113.21	KARNAK.....	NA	
FS73	123	26	3.55	11.30	s 9.45				4.16			119.60	N. P. RY. CROSSING.....	HO	
FS80		23			s 9.59				4.23			127.02	HANNAFORD.....		
FS86	189	33	4.25	11.54	s 10.15				4.29			133.00	REVERE.....	VR	
													SUTTON.....	SU	
FS93		52	4.43	12.12Am	s 10.35				4.35			139.97	GLENFIELD.....	GD	
FS100	144	33	4.59	12.25	s 10.55				4.41			145.58	JUANITA.....	JA	
FS106		43	5.15	12.38	s 11.15				4.47			152.97	GRACE CITY.....	G	
FS113	144	33	5.30	12.51	s 11.35				4.53			159.36	BRANTFORD.....	BF	
FS118	77	32	5.45	1.03	f 11.50				4.59			165.11	DUNDAS.....		
FS124	Yard	641	A 6.00Am	A 1.15Am	A 12.05Pm				A 5.06Pm			170.95	N. P. RY. CROSSING.....	KO	
			4.16	3.28	5.85	1.25		1.05	3.39	45	.06	1.28			
			19.9	24.4	22.2	21.8		41.3	46.8	30.5	12.1	30.5			
												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. 48

Effective April 1, 1939.

STATIONS	Distance 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	
BRECKENRIDGE.....	170.95	A 5.10pm		A 9.00pm	A 12.50Am	A 1.10Am			A 12.45pm	A 3.00Am	RDNXW CKOYIB
WAPETON.....	169.96			s 8.53		s 12.57					PX
C. M. ST. P. & P. RY. CROSS.	169.76										I
WAPETON JCT.....	169.74	5.03		L 8.51pm	12.45	12.56			L 12.35pm	L 2.50Am	DNJXI
C. M. ST. P. & P. RY. CROSS.	165.55										I
LURGAN.....	163.70	4.55			12.36	12.47					P
BRUSHVALE.....	161.75										
KENT.....	156.72	4.46			12.25	f 12.38					DP
ROMNEY.....	152.25										
WOLVERTON.....	147.71	4.34			12.11	f 12.25					DP
COMSTOCK.....	140.88	4.25			12.01Am	f 12.15					DP
RUSTAD.....	136.72	4.18			11.53	f 12.06Am					DP
FINKLE.....	130.20	4.11			11.45	11.58					P
MOORHEAD JCT.....	126.16	4.05			11.37	11.52					IRDNP YXJ

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

FARGO.....	124.20	4.00 3.55	A 7.25pm		11.30 11.10	11.40 11.20		A 7.00pm	A 3.35pm			RDN WKXB
FARGO JCT.....	123.25	3.50	7.20		11.05	L 11.15pm		6.50	3.25			DKRPO CWYXB
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.....	107.68		f 6.50						s 2.15			
VANCE.....	101.40	3.15	L 6.40pm		10.23			s 5.25	s 2.00			YPJ
MASON.....	95.38	3.03			10.14			f 5.01	s 1.45			WP
ERIE JCT.....	92.35	2.58			10.10			4.55	L 1.35pm			PJ
BEDFORD.....	83.54	2.47			9.57			s 4.35		A 8.15Am	A 11.30pm	IDNWJ
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			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
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.....	17.93	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	RDNPKB IWCXO
Time Over Subdivision		4.10	.45	.09	4.50	1.18		6.30	1.50	4.55	3.35	
Average Speed Per Hour		41.0	30.5	8.1	35.3	34.4		19.1	16.8	17.02	28.6	

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. 48		Telegraph Calls
	Siding	Other Tracks	401	449		199	1	27	3		Effective April 1, 1939		
			Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily		STATIONS		
FS124	Yard	641	L 6.30 ^{Am}	L 1.40 ^{Am}		L 12.53 ^{Pm}		L 5.09 ^{Pm}				NEW ROCKFORD	KO
FS131	W 79	23	6.50	1.55		t 1.10		5.18		6.80		6.80 MUNSTER	
FS137	E 88	35	7.05	2.08		s 1.30		5.25		12.49		5.69 BREMEN	BN
FS143	78	31	7.17	2.21		s 1.48		5.32		18.60		6.11 HAMBERG	MA
FS149	78	31	7.30	2.35		s 2.10		5.39		25.01		6.41 HEIMDAL	HD
FS155	78	33	7.42	2.48		s 2.30		5.46		31.11		6.10 WELLSBURG	WX
FS162	78	33	7.55	3.02		s 2.50		5.52		37.48		6.32 SELZ	Z
FS169	78	23	8.10	3.15		s 3.05		5.59		44.46		7.03 CLIFTON	
FS177	W 103 E 100	34	8.45	3.52		s 3.35		6.07		52.74		8.28 AYLMER	MR
FS183		36	9.01	4.08		t 3.45				58.62		5.88 M. St. P. & S. M. Ry. Crossing NORFOLK	
FS187	138	34	9.10	4.15		s 3.55		6.18		62.40		3.87 GUTHRIE	G
FS193		33	9.25	4.28		s 4.05		6.24		68.45		5.98 RANGELEY	
FS200	78	33	9.40	4.41		s 4.22		6.31		75.31		6.86 KARLSRUHE	RA
FS205	141	60	10.10	4.53		s 4.45		6.37		81.17		5.88 VERENDRYE	RY
FS212	79	33	10.30	5.07		s 5.05		6.44		87.59		6.42 SIMCOE	MO
FS218	79	25	10.59	5.20		t 5.33		6.50		94.00		6.41 GENOA	
519			11.20	5.35		s 5.52		L 10.30 ^{Pm}	6.58	L 3.25 ^{Pm}	101.58	7.53 SURREY	SR
523		180	11.30	5.45		6.02		10.36	7.03	3.31	105.97	(Dakota Division Jct.) 4.39 C. K. TOWER	DOUBLE TRACK
526	Yard	1480	A 11.45 ^{Am}	A 5.55 ^{Am}		A 6.30 ^{Pm}		A 10.45 ^{Pm}	A 7.10 ^{Pm}	A 3.40 ^{Pm}	108.81	2.84 MINOT	
			5.15 20.7	4.15 25.6		5.37 19.3		.15 28.9	2.01 53.9	.15 28.9		Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

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. 48

Effective April 1, 1939

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
		2	4	28		200			448	402		
		Daily	Daily	Daily		Daily Ex. Sunday			Daily	Daily		
NEW ROCKFORD 6.80	108.81	A 12.53Pm		A 7.55Pm		A 11.05Am			A 7.20Pm	A 3.00Am		IRDNFB KWCKO
MUNSTER 6.69	102.01	12.43		7.41		f 10.45			7.05	2.30		P
BREMEN 6.11	96.32	12.36		7.32		s 10.32			6.55	2.08		DP
HAMBERG 6.41	90.21	12.29		7.23		s 10.14			6.43	1.50		DP
HEIMDAL 6.10	83.80	12.21		7.13		s 9.56			6.30	1.30		DPW
WELLSBURG 6.32	77.70	12.14		7.04		s 9.38			6.12	1.10		DP
SELZ 7.03	71.38	12.07Pm		6.55		s 9.20			5.52	12.50		DP
CLIFTON 8.23	64.35	11.58		6.45		s 9.01			5.28	12.20Am		P
AYLMER 5.33	56.07	11.48		6.33		s 8.45			5.10	11.50		DNPWC
M. St. P. & S. M. Ry. Crossing NORFOLK	50.19					f 8.13						I P
GUTHRIE 6.88	46.32	11.36		6.18		s 8.05			4.48	11.15		DP
RANGLEY 6.56	40.36	11.29		6.08		s 7.48			4.38			P
KARLSRUHE 5.86	33.50	11.21		5.59		s 7.37			4.22	10.45		DP
VERENDRYE 6.42	27.64	11.14		5.51		s 7.20			3.55	10.25		DPW
SIMCOE 6.41	21.22	11.07		5.42		s 7.03			3.40	10.05		DP
GENOA 7.58	14.81	10.59		5.33		f 6.47			3.25	9.45		P
SURREY (Dakota Division Jct.)	7.23	10.50	A 3.00Pm	5.23		s 6.35			3.10	9.25		RDNPLJ
C. K. TOWER 2.84	2.84	10.40	2.50	5.15		6.20			2.55	9.00		PXI IRDNP WCCKOXB
MINOT		L 10.35Am	L 2.45Pm	L 5.10Pm		L 6.15Am			L 2.45Pm	L 8.45Pm		
Time Over Subdivision		2.18	.15	2.45		4.60			4.85	6.15		
Average Speed Per Hour		47.3	28.9	38.5		22.5			23.7	17.4		

BLOCK SIGNALS
AUTOM

DOUBLE TRACK

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.	50 miles per hour.

Supplementing Rule No. 509(B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. 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 the running orders and the nature of the track ahead should be taken to insure safe movement through the block.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from Minot	Time Table No. 48		Telegraph Calls	
	Sidings	Other Tracks	401	449		(178) 3		1	27		219	Effective April 1, 1939		
			Daily	Daily		Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily		Daily Ex. Sun.	STATIONS		
526	Yard	1480	L 12.50Pm	L 10.25Am		L 4.00Pm		L 10.50Pm	L 7.20Pm	L 3.45Pm			AD	
536	Combinations E70 W160	170 14	1.20	11.01		f 4.17		11.08	7.36	4.05	2.43	MINOT M. St. P. & S. S. M. Ry. Crossing 2.43 W. L. TOWER 8.91		
538		15	1.50	11.15		s 4.27		11.15	7.42	4.13	9.34	RALSTON 4.13	DE	
544		80 27	2.05	11.30		s 4.37		11.21	7.48	4.20	17.59	DES LACS 4.12	NE	
549	E99 W69	197	2.20	11.42		s 4.55		11.27	7.53	s 4.30 A 4.31 Pm	22.33	LONE TREE 4.74		
562	74	7	2.35	11.55		f 5.05		11.33	7.59		27.01	BERTHOLD 0.26	BD	
568	E66 W72	15	2.53	12.08Pm		s 5.16		11.40	8.06		32.05	CROSBY LINE JCT. 4.42		
565	79	16	3.07	12.25		s 5.28		11.48	8.14		38.87	ROACH 5.04	Q	
572	E70 W78	22	3.20	12.40		s 5.40		11.57	8.22		45.85	TAGUS 6.32	BX	
580	E79 W247	118	3.46	1.01		L 6.55Am A 7.05Am		s 12.10Am	8.32		52.29	BLAIR BELL 6.99	P	
587	79	24	4.05	1.15		s 6.25		12.22	8.42		61.03	PALERMO 4.56		
592	88	10	4.20	1.25		f 6.35		12.29	8.48		65.59	MANITOU		
599	E104 W104	25	4.56	1.40		s 6.53		12.40	8.58		73.11	GRENORA LINE JUNCTION 1.41	WH	
609	109	22	5.15	2.01		s 7.15		12.51	9.07		80.97	STANLEY 3.75	G	
614	80	17	5.30	2.15		s 7.27		12.59	9.14		86.50	B. K. TOWER 3.58	MP	
617	E112 W69	34	5.43	2.27		s 7.50		1.08	9.21		92.74	ROSS 4.56	RA	
625	91	26	5.55	2.40		s 8.07		1.16	9.28		98.07	MANITOU	W	
631		22	6.10	2.50		s 8.20		1.24	9.35		103.24	WHITE EARTH 7.58	WH	
633	82	17	6.25	2.59		s 8.33		1.32	9.43		109.06	TIOGA 5.53	G	
641	79		6.40	3.09		f 8.43		1.40	9.50		114.64	TEMPLE 6.24	MP	
647	Yard	1754	A 7.00Pm	A 3.25Pm		A 9.00Pm		A 1.50Am	A 10.00Pm		120.32	RAY 5.38	RA	
			6.10 19.5	5.00 24.0		5.00 24.0	.10 8.4	3.00 40.1	2.40 45.1	.46 29.4		WHEELOCK 5.17	W	
												WHEELOCK 5.82	PG	
												SPRING BROOK 5.58	SB	
												AVOCA 5.68		
												WILLISTON 5.68	WN	
												Time Over Subdivision Average Speed Per Hour		

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.

Long siding between B. K. Tower and Stanley will be used by trains only as directed by train order. Normal position east switch to long siding located at west end eastward siding Stanley is for long siding. All trains move at restricted speed when using this track.

Long siding between Des Lacs and Ralston will be used by trains only as directed by train order. Normal position west switch to long siding located at east end westward siding Des Lacs is for long siding. Normal position east switch to long siding located at west end Ralston siding is for long siding. All trains move at restricted speed when using this track.

R1 engines not permitted on industry tracks.

Other Second class and inferior trains will clear trains 3 and 4 five minutes on Third Sub-Division.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 48 Effective April 1, 1939	Distance from Williston	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		220	2	28		4	(177) 180		448	402	
		Daily Ex. Sunday	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily	
STATIONS											
MINOT M. St. P. & S. M. Ry. Crossing 2.48	120.32	A 10.00Am	A 10.25Am	A 5.00Pm		A 1.45Pm			A 9.50Am	A 7.20Pm	IRDNPW CKOXB
W. L. TOWER 6.91	117.89										IPX
RALSTON 4.13	110.98	f 9.46	10.11	4.47		f 1.20			9.24	6.50	P
DES LACS 4.12	108.85	f 9.40	10.05	4.42		s 1.05			9.16	6.40	DPW
LONE TREE	102.73	9.33	9.59	4.37		s 12.50			9.08	6.30	P
BERTHOLD 0.26	97.99	s 9.25	9.52	4.30		s 12.40			9.00	6.15	DNPB CYX JPX
CROSBY-LINE JCT. 4.42	97.73	L 9.20Am									
ROACH 5.04	93.31		9.45	4.20		f 12.18			8.52	6.01	P
TAGUS 6.82	88.27		9.38	4.13		s 12.08Pm			8.43	5.45	DP
BLAISDELL 6.98	81.46		9.30	4.05		s 11.45			8.32	5.28	DP
PALERMO	74.47		9.22	3.56		s 11.25			8.20	5.04	DPW
GRENORA LINE JUNCTION 1.41	68.03						A 6.35Pm				IPX DNP WCYXB
STANLEY 3.76	66.62		s 9.12	s 3.46		s 11.05	L 6.30Pm		8.05	4.20	
B. K. TOWER 3.58	62.87										IP
ROSS 4.56	59.29		9.02	3.33		s 10.35			7.52	4.05	DP
MANITOU	54.73		8.56	3.27		f 10.20			7.45	3.50	P
WHITE EARTH 7.88	47.21		8.45	3.17		s 10.05			7.20	3.17	DPW
TIOGA 5.58	39.35		8.35	3.07		s 9.45			6.55	2.55	DP
TEMPLE 6.24	33.82		8.29	3.00		s 9.30			6.45	2.42	P
RAY 5.33	27.58		8.22	2.52		s 9.15			6.30	2.27	DPW
WHEELOCK	22.25		8.16	2.45		s 8.55			6.20	1.55	RDNP
EPPING 5.82	17.08		8.07	2.37		s 8.38			6.00	1.20	DP
SPRING BROOK 5.58	11.26		7.58	2.28		s 8.18			5.40	12.45	PW
AVOCA 5.68	5.68		7.49	2.19		f 8.01			5.20	12.15Pm	P RDNPW CKOXB
WILLISTON		L 7.40Am	L 2.10Pm			L 7.45Am			L 5.00Am	L 11.45Am	
Time Over Subdivision Average Speed Per Hour		.40 33.8	2.45 43.7	2.50 42.4		6.00 20.0	.05 16.8		4.50 24.8	7.35 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 Minot and Williston Passenger 65 miles per hour. Freight 50 miles per hour.

Supplementing Rule No. 509(B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. 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.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS			Distance from Wahpeton Jct.	Time Table No. 48 Effective April 1, 1939	STATIONS	Telegraph Calls	Distance from Bedford	SIGNS	FIRST CLASS			THIRD CLASS	
	Siding	Other Tracks	401	449	(210) 175	209	197							(209) 176	210	198	402	448
R 4	12		L 10.10 ^{Am}	L 6.45 ^{Pm}			L 5.21 ^{Am}	8.14	WAHPETON JCT.	WJ	78.84	JID NX			A 8.51 ^{Pm}	12.35 ^{Pm}	A 2.50 ^{Am}	
R 8	109	32	10.25	6.59			5.28	8.14	SLOTTEN		75.70				8.46			
R14	70	22	10.40	7.12			5.37	6.63	DWIGHT	DT	72.21	DP			8.40	12.15 ^{Pm}	2.35	
R18		20					5.50	13.24	GALCHUTT	GS	65.60	DP			8.26	11.55	2.20	
							5.56	16.63	PITCAIRN		62.21	P			8.20			
R21	109	29	10.55	7.24			6.03	19.88	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 N. P. Ry. Crossing	DV	89.91	IDP			7.38	10.40	1.18	
R44		32					6.54	42.88	ADDISON		35.96	P			7.30			
R48	109	37	12.05 ^{Am}	8.22			7.05	48.28	CHAFFEE JCT.		35.61	PJ						
R53		17					7.12	46.70	DURBIN	DU	31.14	DP			7.22	10.20	1.00	
							7.12	51.69	EVEREST		27.25				7.15			
R56	134	204	12.40	8.50	L 6.20 ^{Pm}	L 8.10 ^{Am}	7.24	54.37	CASSELTON TOWER N. P. Ry. Crossing	CT	24.47	RIDN PWX						
							7.24	54.69	CASSELTON	A	24.25	XP	A 8.07 ^{Am}	A 6.20 ^{Pm}	7.10	9.55	12.40	
S 3	12		12.42	8.52	A 6.21 ^{Pm}	8.11	7.25 ^{Am}	54.92	CASSELTON JCT.		23.92	XYJ	L 8.05 ^{Am}	6.14	L 7.05 ^{Pm}	9.35	12.25	
S 5	69	14	12.55	9.05			8.21	57.17	SAXONY		21.87							
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	ABSARAKA	AX	13.53	DP			5.58	9.05	12.02 ^{Am}	
							8.52	71.34	AVR	AY	7.60	DP			5.48	8.52	11.50	
FB41	128	17	A 1.55 ^{Am}	A 9.57 ^{Pm}			9.10 ^{Am}	78.84	BEDFORD	W		RID NWJ			L 5.35 ^{Pm}	L 8.15 ^{Am}	L 11.30 ^{Pm}	
			3.45	3.12			.01		Time Over Subdivision					.02	.45	1.46	4.20	
			21.0	24.6			19.8		Average Speed Per Hour					9.9	32.3	31.1	13.1	
							2.04										3.20	
							26.5										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—Dayenport.

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	Passenger	Freight
Wahpeton Jct. and Fleming.....	50 miles per hour.	35 miles per hour.
Fleming and Bedford.....	50 miles per hour.	50 miles per hour.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		FIRST CLASS		Distance from Berthold	Time Table No. 48			Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	219	Daily Ex. Sunday		STATIONS						220	Daily Ex. Sunday
549			L 4.31pm			CROSBY LINE JCT.	BD	88.77	RDNJ WCYX	A	9.20Am		
VB 7		21	s 4.50	6.97		HARTLAND	HN	81.80	D	s	9.05		
VB13	30	30	s 5.10	12.27		AURELIA	AU	75.50	D	s	8.50		
				15.20		WATER TANK		73.57	W				
VB21		35	s 5.30	20.54		COULEE	C	68.23	D	s	8.34		
VB28		35	s 5.50	27.56		KENASTON	K	01.21	D	s	8.14		
VB24	30	31	s 6.10	34.18		NIobe	NB	54.59	RDYCX	s	7.58		
				34.46		NORTHGATE LINE JCT.		54.31	J				
VB41	30	30	s 6.30	40.90		COTEAU	KO	47.87	D	s	7.38		
VB48		35	s 6.50	47.57		WOBURN	WB	41.20	D	s	7.18		
						LIGNITE	NG	33.67	DW	s	6.55		
55	30	30	s 7.10	55.10		RELiance		30.27					
58		9		58.40		STAMPEDE		25.64		f	6.32		
VB63		35	f 7.30	63.13		KINCAID	KC	23.60	DYX	s	6.27		
VB66		16	s 7.38	65.17		LARSON	RN	20.14	D	s	6.17		
VB69		35	s 7.50	68.63		STRANGE SIDING							
VB72		20		71.33		NOONAN	NX	13.22	DYX	s	5.57		
VB76		35	s 8.10	75.55		PAULSON		7.56	W	f	5.42		
VB81		35	f 8.20	81.21		JUNO		4.30		f	5.37		
VB84		10	f 8.26	84.47		CROSBY	CY		BRDCYX	L	5.30Am		
VB89		96	A 8.35pm	88.77									
			4.04	21.74		Time Over Subdivision Average Speed Per Hour					8.50	22.86	

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

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. 48			Telegraph Calls	Distance from Boundary Line	SIGNS
	Sidings	Other Tracks					STATIONS					
						6.86	NORTHGATE LINE JCT.			21.46	RYXJ	
VE 8		28				8.01	M. St. P. & S. S. M. Ry. Crossing			14.00	I	
VE15		32				14.77	BOWBELLS	BE		13.45	D	
VE21		104				21.01	PERELLA			6.69		
						21.01	NORTHGATE	NO		0.45	RDX	
						21.46	BOUNDARY LINE				J	
						Time Over Subdivision Average Speed Per Hour						

10 WESTWARD				SEVENTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity		FIRST CLASS		Distance from Casselton	Time Table No. 48		Telegraph Calls	Distance from Vance	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	(210)	197		Effective April 1, 1939					(209)	198
			Daily Ex. Sunday	Daily Ex. Sunday		STATIONS					Daily Ex. Sunday	Daily Ex. Sunday
R59	20		L 6.21Pm	L 7.25Am	0.33	CASSETTON JCT.		8.74	XYJ	A 8.05Am	A 7.05Pm	
R63	48		s 6.33	s 7.41	3.24	HOWES		5.83				
FS23	69		A 6.40Pm	A 7.45Am	6.95	AMENIA	MY	2.12	DP	s 7.52	s 6.48	
					9.07	VANCE			RPYJ	L 7.45Am	L 6.40Pm	
			.19 29.6	.20 27.02		Time Over Subdivision Average Speed Per Hour				.20 27.2	.25 21.7	

Special Rules.
 Westward trains are superior to eastward trains of the same class.
 Maximum Speed.
 Casselton Jct. and Vance.
 Passenger
 35 miles per hour.
 Freight
 20 miles per hour.

WESTWARD				EIGHTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Stanley Line Jct.	Time Table No. 48		Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	177			Effective April 1, 1939					178	
			Daily Ex. Sunday	Daily Ex. Sunday		STATIONS					Daily Ex. Mon.	Daily Ex. Mon.
VD 8	24		L 6.35Pm		6.41	GRENORA LINE JCT.		86.58	PXJ	A 6.55Am		
VD13	34		s 7.10		11.75	WASSAIC	WD	80.17	DP	f 6.35		
VD20	25		s 7.30		18.05	LOSTWOOD	VA	74.83	DP	s 6.15		
VD26	44		s 8.01		24.61	LUNDS VALLEY	PW	68.53	DP	s 5.55		
VD33	25		s 8.20		31.69	POWER'S LAKE	BV	81.97	DPW	s 5.35		
VD40	34		s 8.55		38.07	BATTVIEW	GO	54.89	DP	s 5.05		
VD46	25		s 9.15		44.38	McGREGOR	HA	48.51	DP	s 4.45		
VD52	39	39	s 9.55		50.37	HAMLET	WR	42.20	DP	s 4.20		
VD59	25		s 10.15		57.25	WATER TANK		38.30	W			
VD66	35		s 10.35		64.34	WILDROSE	CN	36.21	DP	s 3.55		
VD71	27		s 11.01		69.84	CORINTH	AG	29.33	DP	s 3.15		
VD76	35		s 11.20		74.62	ALAMO	AK	22.24	DP	s 2.50		
VD82	35		s 11.40		80.26	APPAM	ZA	16.74	DPW	s 2.25		
VD88	105		A 12.01Am		86.58	ZAHL	HK	11.96	DP	s 2.01		
						HANKS	GR	6.32	DP	s 1.35		
						GRENORA			RDPW CYXB	L 1.15Am		
			5.26 15.9			Time Over Subdivision Average Speed Per Hour				5.40 15.27		

Special Rules.
 Westward trains are superior to eastward trains of the same class.
 Maximum Speed.
 Grenora Line Jct. and Grenora
 Passenger
 35 miles per hour.
 Freight
 20 miles per hour.
 F8 class engines largest engines permitted on this subdivision.

WESTWARD				NINTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity				Distance from Chaffee Line Jct.	Time Table No. 48		Telegraph Calls	Distance from Chaffee	SIGNS		
	Sidings	Other Tracks				Effective April 1, 1939						
			STATIONS									
R45	22				7.0	CHAFFEE LINE JCT.		11.5	PJ			
R46	20				11.5	LYNCHBURG		4.5				
						CHAFFEE						
						Time Over Subdivision Average Speed Per Hour						

Special Rules.
 Westward trains are superior to eastward trains of the same class.
 Maximum Speed.
 Chaffee Line Jct. and Chaffee
 12 miles per hour.
 Engines backing up
 10 miles per hour.

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.

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

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-93.

Supplementing Rule No. 509(B). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. 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.

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.

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.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals, shall not exceed 15 MPH.

Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed 15 MPH.

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

Semi-Automatic Interlocking At

C. K. TowerEnd of Double Track

STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN "RELEASE" BOXES.

If smashboards or semaphore type signals are not in use, trainman, before giving hand signals in accordance with Rule 672, shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboards mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "reverse" position. When operation is completed small cover must be locked and crank returned to the "Release" box.

C. K. Tower

Interlocking at C. K. Tower operates automatically for all movements except entrance to the yard which requires push button operation from Minot Yard office, or may be operated locally by push buttons located in the "Release" box. In case of failure to obtain the route desired by electrical operation, trains will be governed by special rules posted in the "Release" box.

Maximum Speed for Locomotives.

R1, R2, N2	35 MPH.
O1, O3, O4, O6, O7, O8	50 MPH.
O5	50 MPH.
Q1	45 MPH.
Q2	50 MPH.
F8, G3	40 MPH.
All classes locomotives backing up	20 MPH.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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