



**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.
- Drs. Kermott and Kermott, Division Surgeons, 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.

**LOCAL SURGEONS.**

- 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. C. G. Owens .....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.
- Dr. J. P. Craven .....Williston, N. D.
- Dr. Robert Goodman .....Powers Lake, N. D.

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



**MINOT  
DIVISION**

**TIME  
TABLE  
49**

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

**CENTRAL TIME**

**Sunday, April 20, 1941.**

**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. 49		Telegraph Calls
	Sidings	Other Tracks	401	449	199	341	1	27	209	197	3		Effective April 20, 1941		
			Daily	Daily	Daily Ex. Sun.	Tue., Thu., Sat.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily		STATIONS		
A214 R1	Yard	1155 108	L 2.15Pm	L 6.40Am			L 2.03Pm	L 1.27Pm		L 5.15Am	L 4.45Am	0.99	BRECKENRIDGE	BR	
										s 5.19	s 4.50	1.10	WAHPETON	WH	
			A 2.25Pm	A 6.50Am			2.06	1.30		A 5.21Am	4.51	1.21	C. M. ST. P. & P. RY. CROSS.		
												5.40	WAHPETON JCT.		
P7		35					2.15	1.38			5.01	7.25	C. M. ST. P. & P. RY. CROSS.		
P9		19									f 5.04	9.20	LURGAN		
P14	90	43					2.25	1.47			f 5.15	14.23	BRUSHVALE		
P23	89	32					2.39	1.59			f 5.33	23.24	KENT	KN	
P29		35					2.48	2.08			f 5.46	30.07	WOLVERTON	WO	
P35		38					2.55	2.14			f 5.56	35.23	COMSTOCK	CM	
P40		35					3.02	2.21			6.05	40.75	RUSTAD		
							3.08	2.28			6.13	44.79	FINKLE		
													MGORHEAD JCT.		
<b>TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.</b>															
242	Yard	1301			L 6.30Am	L 8.25Am	3.15 3.20	2.35 2.40	L 7.00Am		6.20 6.30	46.66	FARGO	FO	
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			f 7.01	s 8.55		3.01	s 7.24			59.08	PROSPER	RO	
FS17		18				s 9.05			s 7.29			63.32	NEWMAN		
FS23	69				f 7.17	s 9.20		3.15	A 7.45Am			69.55	VANCE		
FS29	69	32			f 7.29	s 9.45						75.57	MASON		
S16					7.34	A 9.55Am		3.27				78.80	ERIE JCT.		
FS41	128		L 5.05Pm	L 9.35Am	s 8.15			3.38				87.41	BEDFORD	W	
FS47	79	23	5.15	9.45	s 8.25			3.45				94.10	WALDEN		
FS53	80	23	5.28	9.58	s 8.40			3.52				99.46	PILLSBURY	BX	
FS60	128	34	5.45	10.15	s 9.01			4.01				106.85	LUVERNE		
FS67	79	34	5.56	10.27	s 9.15			4.09				113.21	KARNAK	NA	
FS73	133	26	6.08	10.45	s 9.45			4.16				119.60	N. P. RY. CROSSING HANNAFORD	HO	
FS80		33	6.21	10.59	s 9.59			4.23				127.02	REVERE		
FS86	139	33	6.30	11.08	s 10.15			4.29				133.00	SUTTON	SU	
FS93		52	6.41	11.19	s 10.35			4.35				139.97	GLENFIELD	GD	
FS100	144	33	6.52	11.30	s 10.55			4.41				145.53	JUANITA	JA	
FS106		43	7.02	11.40	s 11.15			4.47				152.97	GRACE CITY	G	
FS113	144	33	7.12	11.50	s 11.35			4.53				159.36	BRANTFORD	BF	
FS118	77	32	7.22	11.59	f 11.50			4.58				165.11	DUNDAS		
FS124	Yard	931	A 7.35Pm	A 12.15Pm	A 12.05Pm			A 5.06Pm				170.95	N. P. RY. CROSSING NEW ROCKFORD	KO	
			2.40 31.7	2.50 29.9	5.35 22.2	1.25 21.8	1.05 41.3	3.39 46.8	.45 30.5	.06 12.1	1.23 30.5				

Westward trains are superior to eastward trains of the same class.  
 Except No. 2 is Superior to No. 209 Vance to Fargo Jct.

Special Instructions, Pages 11 and 12.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 49

Effective April 29, 1941.

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 9.15Pm	A 2.55Am	RDNXW CKOYTB
WHPETON.....	169.90			s 8.53		s 12.57					PXD
C. M. ST. P. & P. RY. CROSS.	169.76										I
WHPETON JCT.....	169.74	5.03		L 8.51Pm	12.45	12.56			L 9.05Pm	L 2.45Am	PJXI
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
WOLVERTON.....	147.71	4.34			12.11	f 12.25					DP
COMSTOCK.....	140.88	4.25			12.01Am	f 12.15					DP
RUSTAD.....	135.72	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

AUTOMATIC BLOCK SIGNALS

CK SIGNALS

AUTOMATIC

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

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 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		f 6.01	s 2.30			DP
NEWMAN.....	107.63		f 6.50					s 2.15			
VANCE.....	101.40	3.15	L 6.40Pm		10.23		f 5.25	s 2.00			YPJ
MASON.....	95.38	3.03			10.14		f 5.01	s 1.45			WP
ERIE JCT.....	92.85	2.58			10.10		4.55	L 1.35Pm			PJ
BEDFORD.....	83.54	2.47			9.57		s 4.35		A 6.22Pm	A 12.05Am	IDNWX
WALDEN.....	76.85	2.38			9.49		s 4.05		6.09	11.52	P
PILLSBURY.....	71.40	2.32			9.42		s 3.52		5.59	11.42	DP
LUVERNE.....	64.10	2.23			9.32		s 3.30		5.45	11.31	DP
KARNAK.....	57.74	2.14			9.23		s 3.10		5.18	11.20	DP
N. P. RY. CROSSING HANNAFORD.....	51.35	2.05			9.14		s 2.55		4.58	11.01	IDNPW
REVERE.....	43.93	1.54			9.03		s 2.30		4.40	10.47	P
SUTTON.....	37.95	1.47			8.55		s 2.20		4.29	10.39	DP
GLENFIELD.....	30.98	1.38			8.45		s 2.00		4.13	10.28	DP
JUANITA.....	24.42	1.31			8.36		s 1.40		4.02	10.17	DP
GRACE CITY.....	17.98	1.24			8.27		s 1.24		3.51	10.06	DP
BRANTFORD.....	11.59	1.17			8.18		s 1.02		3.40	9.55	DP
DUNDAS.....	5.84	1.10			8.10		f 12.45		3.30	9.45	P
N. P. RY. CROSSING NEW ROCKFORD.....		L 1.00Pm			L 8.00Pm		L 12.30Pm		L 3.15Pm	L 9.30Pm	RDNPKB IWXO
Time Over Subdivision		4.10		.45	.09	4.50	1.18	6.30	1.60	3.16	2.45
Average Speed Per Hour		41.0		30.5	8.1	35.3	34.4	19.1	16.8	25.9	30.8

Westward trains are superior to eastward trains of the same class.  
Except No. 2 is superior to No. 209 Vance to Fargo Jct.

Special Instructions, Pages 11 and 12.

**4 WESTWARD**

**SECOND SUBDIVISION**

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from New Rockford	Time Table No. 49		Telegraph Calls
	Sidings	Other Tracks	401	449	199	1	27	3	Effective April 20, 1941				
			Daily	Daily		Daily	Daily	Daily	STATIONS				
FS124	Yard	931	L 8.01Pm	L 12.53Pm	L 1.00Pm		L 5.09Pm					<b>NEW ROCKFORD</b>	KO
FS181	79	28	8.14	1.07	f 1.15		5.18		6.80			6.80 MUNSTER	
FS137	141	35	8.25	1.18	s 1.32		5.25		12.49			5.89 BREMEN	BN
FS143	88	31	8.35	1.28	s 1.48		5.32		18.60			6.11 HAMBERG	MA
FS149	141	31	8.45	1.38	s 2.05		5.39		26.01			6.41 HEIMDAL	HD
FS155	141	33	8.55	1.48	s 2.25		5.46		31.11			6.10 WELLSBURG	WX
FS162	141	33	9.05	1.58	s 2.45		5.52		37.43			6.32 SELZ	Z
FS169		28	9.20	2.13	s 3.05		5.59		44.46			7.02 CLIFTON	
FS177	W 108 E 100	34	9.35	2.28	s 3.35		6.07		52.74			8.28 AYLMER	MR
FS183		36	9.45	2.38	f 3.45				58.62			5.88 M. St. P. & S. S. M. Ry. Crossing NORFOLK	
FS187	153	34	9.51	2.44	s 3.55		6.18		62.49			8.87 GUTHRIE	G
FS193		41	10.01	2.54	s 4.05		6.24		68.45			5.96 RANGELEY	
FS200	86	33	10.12	3.05	s 4.22		6.31		75.31			6.86 KARLSRUHE	RA
FS205	141	60	10.21	3.15	s 4.45		6.37		81.17			5.89 VERENDRYE	RY
FS212	79	33	10.31	3.25	s 5.05		6.44		87.59			6.42 SIMCOE	MO
FS218	87	26	10.41	3.35	f 5.33		6.50		94.00			6.41 GENOA	
519			10.55	3.50	s 5.50		L 10.30Pm	6.58	L 3.25Pm	101.58		7.58 SURREY	SR
523		180	11.05	3.59	6.02		10.36	7.03	3.31	106.97		(Dakota Division Jct.) 4.39 C. K. SWITCH	
526	Yard	1480	A 11.15Pm	A 4.10Pm	A 6.30Pm		A 10.45Pm	A 7.10Pm	A 3.40Pm	108.81		2.34 MINOT	AD
			3.14 38.6	3.17 33.1	5.30 19.7		.15 28.9	2.01 53.9	.15 28.9			Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

**SPECIAL INSTRUCTIONS.**

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 Form A from Superintendent.

Additional Special Instructions, Pages 11 and 12.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 49 Effective April 20, 1941	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
		2	4	28		200			402	448		
		Daily	Daily	Daily		Daily Ex. Sunday			Daily	Daily		
<b>STATIONS</b>												
NEW ROCKFORD 6.30	108.81	A 12.53Pm		A 7.55Pm		A 11.05Am			A 2.55Pm	A 9.10Pm		IRDNPB KWKO
MUNSTER 5.89	102.01	12.43		7.41		f 10.45			2.40	8.55		P
BREMEN 6.11	96.32	12.36		7.32		s 10.32			2.30	8.45		DP
HAMBERG 6.41	90.21	12.29		7.23		s 10.14			2.18	8.35		DP
HEIMDAL 6.10	83.80	12.21		7.13		s 9.56			2.05	8.25		DPW
WELLSBURG 6.32	77.70	12.14		7.04		s 9.38			1.48	8.15		DP
SELZ 7.03	71.38	12.07Pm		6.55		s 9.20			1.28	8.05		DP
CLIFTON 8.23	64.35	11.58		6.45		s 9.01			1.12	7.51		P
AYLMER 5.88	56.07	11.48		6.33		s 8.45			12.50	7.35		DNPW
M. St. P. & S. S. M. Ry. Crossing NORFOLK	50.19					f 8.13			12.30	7.20		I P
GUTHRIE 5.96	46.32	11.36		6.18		s 8.05			12.23	7.14		DP
RANGELEY 6.86	40.36	11.29		6.08		s 7.48			12.11Pm	7.02		P
KARLSRUHE 5.86	33.50	11.21		5.59		s 7.37			11.59	6.50		DP
VERENDRYE 6.42	27.64	11.14		5.51		s 7.20			11.48	6.37		DPW
SIMCOE	21.22	11.07		5.42		s 7.03			11.37	6.17		DP
GENOA 7.53	14.81	10.59		5.33		f 6.47			11.25	6.04		P
SURREY (Dakota Division Jct.)	7.23	10.50	A 3.00Pm	5.23		s 6.35			11.10	5.50		RDNPIJ
C. K. SWITCH	2.84	10.40	2.50	5.15		6.20			10.50	5.30		PXI IRDNP WCKOXB
MINOT		L 10.35Am	L 2.45Pm	L 5.10Pm		L 6.15Am			L 10.40Am	L 5.20Pm		
Time Over Subdivision		2.18	.15	2.45		4.50			4.15	3.50		
Average Speed Per Hour		47.3	28.9	38.5		22.5			25.6	28.3		

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Special Instructions—Continued

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

Additional Special Instructions, Pages 11 and 12.

**6 WESTWARD**

**THIRD SUBDIVISION**

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS			FIRST CLASS		Distance from Minot	Time Table No. 49		Telegraph Calls
	Siding	Other Tracks	449	401	3	219	(178) 179	1	27		Effective April 20, 1941		
			Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily		STATIONS		
526	Yard	1480	L 10.25Am	L 2.01Am	L 4.00Pm	L 3.45Pm			L 10.50Pm	L 7.20Pm			
536	Continuous	170	11.01	2.10	4.05	3.50			10.55	7.25	2.43		
538		160	11.15	2.30	4.17	4.05			11.08	7.36	9.34		
544		80	11.30	2.40	4.27	4.13			11.15	7.42	18.47		
549	E99 W141	197	11.42	3.01	4.55	4.30			11.27	7.53	22.33		
552	74		11.55	3.10	5.05	5.10Pm			11.33	7.59	27.01		
558	137	15	12.08Pm	3.20	5.16				11.40	8.06	32.05		
565	79 E70	16	12.25	3.33	5.28				11.48	8.14	38.87		
572	W73	22	12.40	3.45	5.40				11.57	8.22	45.85		
580	E79 W247	118	1.01	4.10	6.10	6.45Am			12.10Am	8.32	52.29		
587	79	24	1.08	4.18	6.18	6.55Am			12.17	8.38	57.45		
592	90	10	1.15	4.25	6.25				12.22	8.42	61.03		
599	E104 W104	25	1.25	4.35	6.35				12.29	8.48	65.59		
609	109	22	1.40	4.50	6.53				12.40	8.58	73.11		
614	80	17	2.01	5.05	7.15				12.51	9.07	80.97		
617	E112 W69	34	2.15	5.15	7.27				12.59	9.14	86.50		
625	91	26	2.27	5.27	7.50				1.08	9.21	92.74		
631		22	2.40	5.40	8.07				1.16	9.28	98.07		
638	82	17	2.50	5.49	8.20				1.24	9.35	103.24		
641	70		2.59	5.58	8.33				1.32	9.43	109.06		
647	Yard	1754	A 3.25Pm	A 6.20Am	A 9.00Pm				A 1.50Am	A 10.00Pm	120.32		
			5.00 24.0	4.19 24.0	5.00 24.0	.46 29.4	.10 8.4		3.00 40.1	2.40 45.1			

	MINOT	AD
	M. St. P. & S. S. M. Ry. Crossing	
	2.43	
	W. L. SWITCH	
	6.91	
	RALSTON	
	4.13	
	DES LACS	DE
	4.12	
	LONE TREE	
	4.74	
	BERTHOLD	BD
	0.28	
	CROSBY LINE JCT.	
	4.42	
	ROACH	
	5.04	
	TAGUS	Q
	6.82	
	BLAISDELL	BX
	6.98	
	PALERMO	
	6.44	
	GRENORA LINE JUNCTION	
	1.41	
	STANLEY	SY
	3.75	
	B. K. SWITCH	
	3.68	
	ROSS	VR
	4.56	
	MANITOU	
	7.62	
	WHITE EARTH	WH
	7.38	
	TIOGA	G
	5.58	
	TEMPLE	
	6.24	
	RAY	RA
	5.38	
	WHEELLOCK	W
	5.17	
	EPPING	PG
	5.82	
	SPRING BROOK	
	5.58	
	AVOCA	
	5.68	
	WILLISTON	WN

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Time Over Subdivision  
Average Speed Per Hour

**Special Instructions.**

Westward trains are superior to eastward trains of the same class.  
 Westward trains running over eastward track between Wheellock and Williston must not exceed speed of Passenger 35 M.P.H. Freight 20 M.P.H.  
 Extra trains may use double track in the direction of current of traffic without running orders providing they secure proper clearance Form A from Superintendent.  
 Long siding between B. K. Switch 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 Des Lacs siding 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.

**Additional Special Instructions, Pages 11 and 12.**

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 49

Effective April 20, 1941

STATIONS	Distance from Williston	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		2	28		220	4	(177) 180	448	402	
		Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
MINOT M. St. P. & S. S. M. Ry. Crossing 2.48	120.82	A 10.25Am	A 5.00Pm		A 10.00Am	A 1.45Pm		A 9.50Am	A 7.20Pm	RDNPW CKOXB
W. L. SWITCH 6.91	117.89	10.20	4.55		9.55	1.40		9.40	7.10	IPX
RALSTON 4.18	110.98	10.11	4.47		9.46	1.20		9.24	6.55	P
DES LACS 6.12	106.85	10.05	4.42		f 9.40	s 1.05		9.16	6.45	DPW
LONE TREE 4.74	102.73	9.59	4.37		9.33	s 12.50		9.08	6.35	P
BERTHOLD 0.28	97.99	9.52	4.30		s 9.25	s 12.40		9.00	6.25	IDNPB CYX JPX
CROSBY-LINE JCT. 4.42	97.73				L 9.20Am					
ROACH 6.04	98.31	9.45	4.20			f 12.18		8.52	6.15	P
TAGUS 6.82	88.27	9.38	4.13			s 12.08Pm		8.43	6.05	DP
BLAISDELL 6.93	81.45	9.30	4.05			s 11.45		8.32	5.55	DP
PALERMO 4.66	74.47	9.22	3.56			s 11.25		8.20	5.40	DPW
GRENORA LINE JUNCTION 1.41	68.03					A 7.35Pm				PJ WYXB DNPI
STANLEY 3.75	68.62	s 9.12	s 3.46			L 7.30Pm		8.05	5.25	
S. K. SWITCH 3.58	62.87	9.06	3.37			10.42		7.59	5.10	IP
ROSS 4.56	59.29	9.02	3.33			s 10.35		7.52	5.03	DP
MANITOU 7.52	54.73	8.56	3.27			f 10.20		7.45	4.50	P
WHITE EARTH 7.86	47.21	8.45	3.17			s 10.05		7.20	4.20	DPW
TIOGA 5.53	39.85	8.35	3.07			s 9.45		6.55	4.05	DP
TEMPLE 6.24	33.82	8.29	3.00			s 9.30		6.45	3.55	P
RAY 5.83	27.58	8.22	2.52			s 9.15		6.30	3.40	DPW
WHELOCK 5.17	22.25	8.16	2.45			s 8.55		6.20	3.30	RDNPI
EPPING 5.82	17.08	8.07	2.37			s 8.38		6.00	3.10	DP
SPRING BROOK 5.58	11.26	7.58	2.28			s 8.18		5.40	2.50	PW
AVOCA 5.68	5.68	7.49	2.19			f 8.01		5.20	2.30	P
WILLISTON		L 7.40Am	L 2.10Pm			L 7.45Am		L 5.00Am	L 2.10Pm	RDNPW CKOXB
Time Over Subdivision		2.45	2.50		.40	6.00	.05	4.50	5.10	
Average Speed Per Hour		43.7	42.4		33.8	20.0	16.8	24.8	23.2	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Special Instructions—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.

Additional Special Instructions, Pages 11 and 12.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS			Distances from Wahpeton Jct.	Time Table No. 49 Effective April 20, 1941. STATIONS	Telegraph Calls	Distance from Bedford	SIGNS	FIRST CLASS			THIRD CLASS		
	Siding	Other Tracks	401	449	(210)	209	197						(209)	176	210	198	448	402
			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 8	109	32	L 2.25Pm	L 6.50Am			L 5.21Am	6.68	WAHPETON JCT. 6.33	DT 78.84	JIX			A 8.51Pm	2.45Am	A 9.05Pm		
R14	70	22	2.50	7.15			s 5.37	6.68	DWIGHT 6.81	DT 72.21	DP			s 8.40	2.30	8.53		
R18		20					s 5.50	13.24	GALCHUTT 8.39	GS 65.60	DP			s 8.26	2.16	8.40		
							f 5.56	16.63	PITCAIRN 8.20		P			f 8.20				
R21	109	29	3.02	7.27			s 6.03	19.88	COLFAX 6.19	CX 69.01	DP			s 8.14	2.02	8.26		
R28	70	24	3.13	7.38			s 6.16	26.02	WALCOTT 7.94	Q 62.82	DP			s 8.02	1.50	8.14		
R36	109	71	3.26	7.51			s 6.34	33.06	KINDRED 4.97	KB 44.88	DPW			s 7.48	1.38	8.02		
R41	70	32	3.35	8.01			s 6.46	38.03	DAVENPORT N. P. Ry. Crossing 8.95	DV 39.91	IDP			s 7.38	1.25	7.50		
R44		32					s 6.54	42.88	ADDISON 0.35		P			s 7.30				
								43.28	CHAFFEE LINE JCT. 8.47		PJ							
R48	109	37	3.49	8.15			s 7.05	46.70	DURBIN 4.89	DU 31.14	DP			s 7.22	1.10	7.35		
R53		17					f 7.12	51.59	EVEREST 2.73					f 7.15				
								54.37	CASSELTON TOWER N. P. Ry. Crossing 0.22	CT 24.47	IDN PWX							
R56	134	204	4.03	8.30	L 6.20Pm	L 8.10Am	s 7.24	54.59	CASSELTON 0.83	A 24.25	XP	A 8.07Am	A 6.20Pm	s 7.10	12.55	7.20		
								54.92	CASSELTON JCT. 4.49		XYJP	L 8.05Am	6.14	L 7.05Pm	12.50	7.15		
S 5	85	24	4.05	8.32	A 6.21Pm	8.11	A 7.25Am	59.41	FLEMING 5.90		P		f 6.06		12.40	6.57		
T 1	69	19	4.20	8.46			f 8.21	65.31	ABSARAKA 6.03	AX 18.53	DP		s 5.58		12.31	6.48		
T 7	105	26	4.35	9.05			s 8.35	71.84	AYR 7.50	AY 7.60	DP		s 5.48		12.20	6.37		
T 7	105	26	4.50	9.20			s 8.52		BEDFORD		RID NWJ		L 5.35Pm		L 12.05Am	L 6.22Pm		
FS41	128	17	A 5.05Pm	A 9.35Am			A 9.10Am	78.84										
			2.40 28.5	2.45 28.6			.01 19.8	1.00 24.3	2.04 26.5				.02 9.9	.45 32.3	1.45 31.1	2.40 29.5	2.43 29.0	
			Time Over Subdivision Average Speed Per Hour															

Special Instructions.

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

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

Crossing—Bedford.

Trains 197-198-209-210-175 and 176 register by card at Casselton Tower.

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.

All trains register by card at Bedford.

Whistle Signals for Tracks with Switches Controlled from Interlocking Towers.

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.

Additional Special Instructions, Pages 11 and 12.



**WESTWARD**

**FIFTH SUBDIVISION**

**EASTWARD 9**

Station Numbers	Car Capacity		FIRST CLASS		Distance from Berthold	Time Table No. 49			Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	219	Daily Ex. Sunday		Effective April 20, 1941						220	Daily Ex. Sunday
						STATIONS							
549			L	5.10pm		CROSBY LINE JCT.	88.77	JWCYX	A	9.20Am			
VB 7	21		s	5.25	6.97	HARTLAND	81.80	D	s	9.05			
VB18	30	30	s	5.40	13.27	AURELIA	76.50	D	s	8.50			
VB21	35		s	5.55	20.54	COULEE	68.23	D	s	8.34			
VB28	35		s	6.10	27.56	KENASTON	61.21	D	s	8.14			
VB24	30	31	s	6.25	34.18	NIobe	54.59	RDYC	s	7.58			
					34.46	NORTHGATE LINE JCT.	54.21	J					
VB41	30	30	s	6.40	40.90	COTEAU	47.87	D	s	7.40			
VB48	35		s	6.55	47.67	WOBURN	41.20	D	s	7.26			
VB55	30	30	s	7.15	55.10	LIGNITE	33.67	DW	s	7.08			
			f	7.30	63.13	STAMPEDE	25.64		s	6.55			
VB66	16		s	7.38	65.17	KINCAID	23.60	DYX	s	6.50			
VB69	35		s	7.50	68.63	LARSON	20.14	D	s	6.43			
VB72	20				71.33	STRANGE SIDING							
VB76	35		s	8.10	75.55	NOONAN	13.22	DYX	s	6.29			
VB81	35		f	8.20	81.21	PAULSON	7.66		f	6.17			
VB84	10		f	8.26	84.47	JUNO	4.30		f	6.12			
VB89	96		A	8.35pm	88.77	CROSBY		CY	BRDCYX	L	6.05Am		
				3.25						3.15			
				25.9						27.3			
						Time Over Subdivision							
						Average Speed Per Hour							

**Special Instructions—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**

Crosby Line Jct. to Niobe 30 MPH  
Niobe to Lignite ..... 20 MPH  
Lignite to Noonan ..... 30 MPH  
Noonan to Crosby ..... 20 MPH  
Northgate Line Jct. to Northgate ..... 20 MPH

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.

F8 Class Largest Engines permitted on these subdivisions.

**WESTWARD**

**SIXTH SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		Distance from Northgate Line Jct.	Time Table No. 49			Telegraph Calls	Distance from Boundary Line	SIGNS
	Sidings	Other Tracks		Effective April 20, 1941					
				STATIONS					
VE 8	28		6.86				21.46	YJ	
VE15	32		8.01				14.60	I	
VE21	104		14.77				13.45	D	
			21.01				6.69		
			21.46				0.45	RDX	
								J	
				Time Over Subdivision					
				Average Speed Per Hour					

A stop board has been placed 200 feet north of the north switch at Northgate, N. D.

Main track between the stop board and the Canadian-United States border will be used as interchange track.

**Additional Special Instructions, Pages 11 and 12.**

10 WESTWARD			SEVENTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity		FIRST CLASS		Distance from Casselton	Time Table No. 49 Effective April 20, 1941	Telegraph Calls	Distance from Vance	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	(210)	197						(209)	198
			Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday
R59	29		L 6.21Pm	L 7.25Am	0.33	CASSELTON JCT.		8.74	XYJ	A 8.05Am	A 7.05Pm
R68	48		s 6.33	s 7.41	3.24	2.91 HOWES		5.83			
FS23	69		A 6.40Pm	A 7.45Am	6.95	3.71 AMENIA	MY	2.12	DP	s 7.52	s 6.48
					9.07	2.12 VANCE			RPYJ	L 7.45Am	L 6.40Pm
			.10 29.6	.20 27.02		Time Over Subdivision Average Speed Per Hour				.20 27.2	.26 21.7

**Special Instructions.**  
 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. 49 Effective April 20, 1941	Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	177							178	
			Daily Ex. Sunday	Daily Ex. Mon.							
VD 8	44		L 7.35Pm		6.41	GRENORA LINE JCT.		86.58	PJ	A 6.45Am	
VD13	24		f 7.55	6.41	5.34	6.41 WASSAIC		80.17		f 6.25	
VD20	34		s 8.10	11.76	5.34	5.34 LOSTWOOD	WD	74.83	DP	s 6.10	
VD26	25		s 8.30	18.05	6.30	6.30 LUNDS VALLEY	VA	68.53	DP	s 5.50	
VD33	44		s 8.55	24.61	6.56	6.56 POWER'S LAKE	PW	61.97	DPW	s 5.30	
VD40	25		s 9.15	31.69	7.08	7.08 BATTLEVIEW	BV	54.89	DP	s 4.45	
VD46	34		s 9.35	38.07	6.38	6.38 MCGREGOR	GO	48.51	DP	s 4.20	
VD52	25		s 9.55	44.38	6.31	6.31 HAMLET	HA	42.20	DP	s 3.55	
VD59	39	39	s 10.30	50.37	5.99	5.99 WILDROSE	WR	36.21	DP	s 3.30	
VD66	25		s 10.50	57.25	6.88	6.88 CORINTH	CN	29.33	DP	s 2.55	
VD71	35		s 11.10	64.34	7.09	7.09 ALAMO	AG	22.24	DP	s 2.35	
VD76	27		s 11.30	69.84	5.50	5.50 APPAM	AK	16.74	DPW	s 2.15	
VD82	35		s 11.45	74.62	4.78	4.78 ZAHL	ZA	11.96	DP	s 1.55	
VD88	35		s 12.05Am	80.26	5.64	5.64 HANKS	HK	6.32	DP	s 1.35	
	105		A 12.30Am	86.58	6.32	6.32 GRENORA	GR		RDP CYXB	L 1.15Am	
			4.55 17.6			Time Over Subdivision Average Speed Per Hour				5.30 15.7	

**Special Instructions.**  
 Westward trains are superior to eastward trains of the same class.  
**Maximum Speed.**  
 Grenora Line Jct. and Grenora  
 35 miles per hour.  
**Freight**  
 20 miles per hour.  
 F8 class engines, and 5400 class motors largest permitted on this subdivision.

WESTWARD			NINTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity				Distance from Chaffee Line Jct.	Time Table No. 49 Effective April 20, 1941	Telegraph Calls	Distance from Chaffee	SIGNS		
	Sidings	Other Tracks								11.5	
R45	22				7.0	CHAFFEE LINE JCT.		11.5	PJ		
R46	20				11.5	7.0 LYNCHBURG		4.5			
						4.5 CHAFFEE					
						Time Over Subdivision Average Speed Per Hour					

**Special Instructions.**  
 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.  
 G3 Class largest engines permitted on this subdivision.

Additional Special Instructions, Pages 11 and 12.

**Speed Restrictions.**

Over C. M. St. P. & P. Ry. Crossing 4.19 Miles West of Wahpeton Jct.

Passenger Trains 25 MPH.

Freight Trains 18 MPH.

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 instructions, and at drawbridges the speed of trains shall not exceed 15 MPH.

Maximum speed of trains handling steam derricks, pile drivers, locomotive cranes, ditchers, steam shovels, snow and dirt dozers, is restricted to:

- 25 MPH on main line.
- 15 MPH on branch lines.

If booms are attached to machines, booms must be handled in sailing position.

Speed of trains handling ore cars or air dump cars loaded with gravel shall not exceed 30 MPH on main line track and 20 MPH on branch line track.

When freight cars are moved in passenger trains the maximum speed of train shall not exceed speed authorized for freight trains.

Speed limits through all turnouts restricted to 15 MPH for engines and trains, except through No. 20 turnouts located at west end long lead at New Rockford, and east end of double track at Wheelock, where speed limit is 45 MPH.

Passenger trains approaching Minot must reduce speed to avoid striking pedestrians crossing footwalk just east of Minot depot.

**Maximum Speed of Trains.**

	Passenger	Freight
Breckenridge to Vance via Fargo.....	50 MPH	35 MPH.
Vance to Williston .....	65 MPH	50 MPH.
Wahpeton Jct. to Fleming.....	50 MPH	35 MPH.
Fleming to Bedford.....	50 MPH	50 MPH.

**Maximum Speed for Locomotives.**

R-1, R-2, N-2, N-3, Q-1 .....	45 MPH.
O-1, O-3, O-4, O-5, O-6, O-7, O-8, Q-2, S-1.....	50 MPH.
F-8, G-3 .....	40 MPH.
All classes locomotives backing up.....	20 MPH.

**Restrictions of Locomotives on Industry Tracks.**

Q-1 engines not permitted on industry tracks on 1st, 2nd, 4th and 7th sub-divisions.

O-1 or larger engines not permitted on N. P. Ry. interchange track at Casselton.

No engines permitted on sharp curve on Avoca coal mine track.

F-8 engines must not exceed 5 MPH on Noonan coal mine tracks.

R-1 engines not permitted on industry tracks.

Q-1, R-1, S-1 engines will not clear stockyard bulkheads at Minot and Williston.

Engines larger than O-6 not permitted on industry tracks at: Rustad, Kent Wolverton, Amenia, Comstock Brushvale, Howes, Davenport transfer track.

All industry tracks Wahpeton Jct. to Bedford via Casselton, when setting out or picking up cars with larger than O-6 engines, hang onto enough cars to avoid engines going on industry tracks.

Electrically operated switches, controlled by push buttons handled by the operator, are in service at:

Bedford—West switch of siding.  
New Rockford—Switch at extreme west end of yard.  
W. L. Switch.

Berthold—Switches at east end of both eastward and westward siding.

Stanley—East switch to westward siding.  
B. K. Switch.

Switches may be operated by hand when necessary but only after making arrangements with the train order operator at that station. Instructions for hand operation are located on inside cover of box marked "Crank".

**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.

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

If smashboards, semaphore type signals, or gates 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, semaphore signals or gates 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 smashboard mechanism by hand, crank for this purpose is located in "Release" box, or attached to chain on home signal mast. 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.

**Semi-Automatic Interlocking At**

Wahpeton Junction .....	With C. M. St. P. & P. Ry.
C. K. Switch .....	End of double track.

Interlocking at Wahpeton Jct. operates automatically for all movements except for those to and from Fourth sub-division which require push button operation from Breckenridge Telegraph office. In case of failure to obtain the route desired by electrical operation, trains will be governed by the Special Rules posted in the "Release" or "Crank" box.

Interlocking at C. K. Switch operates automatically for all movements except entrance to 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 the Special Rules posted in the "Release" or "Crank" box.

A Proceed signal on the eastward semaphore at Wahpeton Junction will give all eastward first-class trains right over all trains to west end of double track Breckenridge and second-class and inferior trains right over all trains to the west switch Breckenridge. This in no way conflicts with Rule 93.

## SPECIAL INSTRUCTIONS—Continued.

Supplement to Rule 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 indication at the leaving end of a siding, 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 the block every precaution, consistent with running orders and the nature of the track ahead, should be taken to insure safe movement through the block.

East switch Hannaford siding, located within home signal limits, is disconnected from interlocking tower and equipped with standard switch stand for hand operation by trainmen. The low home signal and derail on the siding is interlocked and governs eastward train movements from the siding, but will protect against the Northern Pacific Railway crossing only and in no way govern the position of the east switch, which must be handled in accordance with Rule 514(A). Rule 670 is modified to permit a reverse movement over east siding switch as required.

First and second class trains register and receive clearance Form A at Fargo passenger station; other trains register at Fargo Junction.

All trains register by card at Moorhead Junction.

Clearance Form A received at Breckenridge will clear trains at Wahpeton Junction for Fourth sub-division.

Clearance Form A received at Fargo or Fargo Junction will clear trains at Moorhead Junction. This in no way conflicts with Rule 221-A.

Trains Nos. 209-210-341 and 342 will register at Vance.

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

Ray is a flag stop for No. 28 for revenue passengers only.

Whistle Signals, for Routes at Interlocking,

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.

In non-block signal territory, whenever it becomes necessary to use a siding for running trains through when main line is blocked between switches, in addition to other protection, a flagman must be placed beyond the switches so set for the siding to afford protection until main line is open and switches set for main track.

When operating snow machines in non-block signal territory, any trains following will be blocked a station apart whenever possible to do so, and when not possible to block them a station apart, they will be blocked not less than thirty (30) minutes apart.

Dump cars should not be handled on double track after dark. Anytime necessary to do so, strict watch must be kept by trainmen so that should one of the cars dump its load, train can be stopped and proper protection afforded trains operating on the opposite track.

Eastward freight trains entering Breckenridge Yard will stop engine west of Bois de Sioux River bridge to permit trainmen to walk across bridge to open switch; engine must not be stopped on bridge.

Transportation Rules in the Consolidated Code of Transportation Rules, effective April 1, 1939, are hereby amended, modified or supplemented as follows:

Rule 5..... Paragraph 5 amended; In time table, train numbers in small figures adjoining, will not be shown at scheduled meeting or passing stations.

Rule 26..... Supplemented: Switches at repair tracks will be locked with a private lock, in addition to the block signal protection, which may be removed only by the foreman in charge of repair work.

Rule 27..... Supplemented: Lights will be displayed at night on all main line train order signals. On branch lines where lights are not used in train order signals at night, trains will positively ascertain position of signal before passing.

Rule 91..... Supplemented: On tracks where no block signals are in service and on double track movements against the current of traffic, the train order signal will be used by operators, during their assigned hours, for spacing trains ten (10) minutes apart, after train has passed the train order signal three hundred (300) feet.

Rules 95, S-96 and Train Order Form F (for sections). Modified: When signals are displayed to an intermediate (register) station of a schedule, the first section will display the signals to the regular stop of the train at that station, whether it be on the main track or some other track, following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order or unless Rule 93 permits them to use the main track.

Consolidated Code Rule No. 728, and Maintenance of Way Rule No. 28, supplemented.

In double track territory the red flag or red light will be placed between the rails of obstructed track, instead of between tracks, for protection of movement against the current of traffic.