COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon	Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg.,	Minneapolis, Minn.
*Dr. Louis T. O'Brien	Breckenridge, Minn.
Dr. C. W. Jacobson	Breckenridge, Minn.
*Dr. Clarence V. Bateman	Wahpeton, N. D.
Dr. E. W. Humphrey	Moorhead, Minn.
*Dr. Kent E. Darrow	Fargo, N. D.
*Dr. P. H. Burton	Fargo, N. D.
Dr. H. J. Fortin	Fargo, N. D.
Dr. I. D. Clark	Casselton, N. D.
Dr. C. G. Owens	New Rockford, N. D.
*Drs. Kermott and Kermott	Minot, N. D.
Dr. Frank Wheelon	Minot, N. D.
*Dr. M. G. Flath	Stanley, N. D.
*Dr. Robert Goodman	Powers Lake, N. D.
*Dr. C. O. McPhail	Crosby, N. D.
*Dr. J. P. Craven	Williston, N. D.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. Archibald D. McCannel	Minot, N. D.
Dr. M. B. Ruud	Grand Forks, N. D.

J. J. FINNESSEY, Chief Dispatcher.
R. E. STROM, Trainmaster.
F. W. LANE, Trainmaster.
J. F. GRAHAM, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 73

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 1, 1952

M. L. GAETZ, Superintendent.
C. O. HOOKER, General Manager.
A.W. CAMPBELL, General Superintendent Transportation.

Time Table No. 73 — Effective June 1, 1952

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 401 Daily	THIRD CLASS 403 Daily	THIRD CLASS 449 Daily	SECOND CLASS (332) 327 Daily Ex. Sun.	SECOND CLASS 199 Daily Ex. Sun.	SECOND CLASS 209 Daily Ex. Sun.	SECOND CLASS 341 Daily Ex. Sun.	FIRST CLASS 11 Streamliner Daily	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 9 Daily	FIRST CLASS 1 Streamliner Daily	Distance from Breckenridge	STATIONS	Telegraph Calls
A314	Yard	1145	L 8.15Pm	L 2.15Pm	L 6.40Am				L 5.05Am		L 1.15Pm	L 1.52Pm	L 4.35Am	L12.05Am		BRECKENRIDGE	BR
R1		108							s 5.10		s 1.18		s 4.40		0.99	WAHPETON	WH
															1.19	MILW. CROSSING	
			A 8.25Pm	A 2.25Pm	A 6.50Am				A 5.13Am		1.20	1.56	4.43	12.09	1.84	WAHPETON JCT.	
															5.40	MILW. CROSSING	
P7		35									1.26	2.02	4.49	10 12.16	7.25	LURGAN	
P9		19											f 4.52		9.20	BRUSHVALE	
P14	90	43									1.34	2.10	f 5.02	12.24	14.23	KENT	KN
P23	89	49									1.44	2.19	f 5.16	12.35	23.24	WOLVERTON	WO
P29		75									1.51	2.26	f 5.26	12.43	30.07	COMSTOCK	CM
P35		36									1.57	2.31	f 5.36	12.50	35.23	RUSTAD	
P40		35									2.03	2.36	5.43	12.57	40.75	FINKLE	
	120	84								L10.20Pm	2.08	2.41	5.50	1.02	44.79	MOORHEAD JCT.	MJ
															44.92	N. P. RY. CROSSING	
241	55	263				L 8.01Pm				s10.23	s 2.10	2.43	s 5.55	1.04	45.61	MOORHEAD	MH
242	Yard	1310				A 8.10Pm	L 7.30Am	L 7.00Am		10 A10.26 L10.29	A 2.15 L 2.25	A 2.45 L 3.00	A 6.00 L 6.20	2 A 1.10 L 1.15	46.66	FARGO	FO
242							7.35	7.05		A10.31Pm	A 2.30Pm	3.03	A 6.23Am	1.17	47.70	FARGO JCT.	F
FS6	68	14					f 7.45	f 7.15				3.09		1.22	52.91	PINKHAM	
FS12	69	23					f 7.58	s 7.28				3.15		1.28	59.06	PROSPER	RO
FS17		34						f 7.35	L						63.82	NEWMAN	
FS23	69		L10.39Pm	L 5.01Pm	L 9.26Am		f 8.20	A s7.45Am	s7.45Am			3.25		1.38	69.55	VANCE	
FS29	69	82	10.49	5.12	9.36		f 8.28		s 8.05			28 3.32		1.44	75.57	MASON	
S15			10.55	5.18	9.42		8.34		A 8.12Am			3.35		1.47	78.60	ERIE JCT.	
FS41	128		11.15	5.34	10.02		s 9.01					3.44		1.54	87.41	NOLAN	W
FS47	79	23	11.27	5.44	10.12		s 9.12					3.50		2.00	94.10	WALDEN	
FS53	142	23	448 11.42	5.57	10.25		s 9.25					200 3.56		2.05	99.46	PILLSBURY	
FS60	128	84	2 12.16Am	402 6.25	10.42		s 9.40					4.04		2.11	106.85	LUVERNE	NE
FS67	79	34	12.30	6.37	10.52		s 9.52					4.12		2.18	113.91	KARNAK	NA
FS73	133	26	12.42	6.50	11.05		s10.10					4.19		2.23	119.60	N. P. RY. CROSSING HANNAFORD	HO
FS80		33	12.55	7.03	11.18		s10.25					4.27		2.30	127.02	REVERE	
FS86	139	33	1.05	7.12	11.27		s10.37					4.33		2.35	133.00	SUTTON	SU
FS93		52	1.16	7.23	11.38		s10.50					4.41		2.41	139.97	GLENFIELD	GD
FS100	144	33	1.26	7.34	11.49		s11.02					402 4.48		2.46	145.53	JUANITA	JA
FS106		41	1.36	7.44	11.59		s11.15					4.54		2.51	153.07	GRACE CITY	G
FS113	146	33	1.46	7.54	12.11Pm		s11.27					5.00		2.56	159.36	BRANTFORD	BF
FS118	140	32	1.55	8.04	12.21		f11.35					5.06		3.01	165.11	DUNDAS	
															170.95	N. P. RY. CROSSING	
FS124	Yard	999	A 2.05Am	A 8.15Pm	A 200 12.35Pm		A 11.50Am					A 5.15Pm		A 3.08Am		NEW ROCKFORD	KO
			3.36 28.6	3.24 30.5	3.19 31.1	0.09 7.00	4.20 28.2	45 30.5	35 18.6	11 15.8	1.15 38.1	3.23 50.05	1.48 24.6	3.03 56.0		Time Over Subdivision / Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 and No. 11 are superior to all trains; No. 2 and No. 12 are superior to all trains except No. 1 and No. 11.

A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 73
Effective June 1, 1952

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance From New Rockford	FIRST CLASS 12 Streamliner Daily	4 Daily	28 Daily	10 Daily	2 Streamliner Daily	SECOND CLASS (331) 328 Daily Ex. Sun.	200 Daily Ex. Sun.	210 Daily Ex. Sun.	342 Daily Ex. Sun.	THIRD CLASS 402 Daily	448 Daily			SIGNS
..BRECKENRIDGE..	170.95		A 5.40Pm	A 5.15Pm	A 12.38Am	A 2.25Am				A 6.45Pm	A 10.00Pm	A 3.10Am			RDNXWC KOYIB
0.99															
.....WAHPETON.....	169.96		s 5.34		s 12.27					s 6.39					PXD
0.20															
..MILW. CROSSING..	169.76														M
0.65															
..WAHPETON JCT...	169.11		5.32	5.09	12.22	2.18				L 6.35Pm	L 9.47Pm	L 2.57Am			PJXI
3.56															
..MILW. CROSSING..	165.55														I
1.85															
.....LURGAN.....	163.70		5.26	5.03	1 12.16Am	2.11									P
1.95															
....BRUSHVALE....	161.75				f 11.57										
5.03															
.....KENT.....	156.72		5.18	4.55	f 11.48	2.03									DP
9.01															
....WOLVERTON....	147.71		5.08	4.45	f 11.35	1.52									DP
6.83															
....COMSTOCK.....	140.88		5.01	4.38	f 11.24	1.44									DP
5.16															
.....RUSTAD.....	135.72		4.55	4.32	f 11.16	1.37									DP
5.52															
.....FINKLE.....	130.20		4.49	4.26	11.07	1.30									P
4.04															
..MOORHEAD JCT..	126.16	A 9.10Am	4.44	4.20	10.57	1.25									IDNP XJ
0.13															
.N. P. RY. CROSSING.	126.03														I
0.69															
....MOORHEAD.....	125.34	s 9.09	s 4.42	4.18	s 10.55	1.23	A 7.10Am								DNPXR
1.05					11	1									
.....FARGO.....	124.29	L 9.04	L 4.40	L 4.15	L 10.45	L 1.20	L 7.00Am	A 7.00Pm	A 9.10Pm						WXBDN IKR
		A 9.01	A 4.30	A 4.05	A 10.19	A 1.15									
1.04															
....FARGO JCT.....	123.25	L 8.59Am	L 4.25Pm	4.00	L 10.16Pm	1.12		6.50	9.05						BCDNJK ORWXY
5.21															
.....PINKHAM.....	118.04			3.55		1.07		f 6.30	f 8.55						P
6.17															
.....PROSPER.....	111.87			3.49		1.01		f 6.15	s 8.44						DP
4.24															
.....NEWMAN.....	107.63								f 8.35						
6.23															
.....VANCE.....	101.40			3.39		12.51		L 5.50Pm	s 8.25						YPJI
6.02															
.....MASON.....	95.38			27 3.32		12.45			f 8.11						WP
3.03															
.....ERIE JCT.....	92.35			3.25		12.42			8.05						PJ
8.81															
.....NOLAN.....	83.54			3.16		12.33		As 4.20Pm	L 7.45Pm		A 7.01Pm	A 12.05Am			PIDNWJ
6.69															
.....WALDEN.....	76.85			3.09		12.27		s 4.08			6.50	11.52			P
5.36								27				401			
....PILLSBURY.....	71.49			3.04		12.22		s 3.56			6.40	11.42			DP
7.39															
.....LUVERNE.....	64.10			2.56		401 12.16		s 3.30			403 6.25	11.31			DP
6.36															
.....KARNAK.....	57.74			2.48		12.09		s 3.15			6.10	11.20			DP
6.39															
.N. P. RY. CROSSING.															
....HANNAFORD....	51.35			s 2.41		12.04Am		s 2.58			5.50	11.01			IDNPW
7.42															
.....REVERE.....	43.93			2.31		11.57		s 2.40			5.30	10.47			P
5.98								28							
.....SUTTON.....	37.95			200 2.25		11.52		s 2.25			5.20	10.39			DP
6.97															
.....GLENFIELD.....	30.98			2.17		11.46		s 2.00			5.05	10.28			DP
6.56												27			
.....JUANITA.....	24.42			2.10		11.40		s 1.40			4.48	10.17			DP
6.44															
....GRACE CITY....	17.98			2.03		11.35		s 1.25			4.25	10.06			DP
6.39															
....BRANTFORD....	11.59			1.56		11.30		s 1.10			4.10	9.55			DP
5.75															
.....DUNDAS.....	5.84			1.50		11.25		f 12.55			3.55	9.45			P
5.84															
.N. P. RY. CROSSING.															
..NEW ROCKFORD..				L 1.42Pm		L 11.19Pm		L 449 12.40Pm			L 3.40Pm	L 9.30Pm			RDNPKB IWXOY
Time Over Subdivision		.11	1.15	3.33	2.22	3.06	.10	4.50	1.25	.10	3.34	2.48			
Average Speed Per Hour		15.8	38.1	48.1	20.2	55.1	6.03	22.0	28.8	11.0	23.0	30.4			

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A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 73

Effective June 1, 1952

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 403 Daily	THIRD CLASS 449 Daily	THIRD CLASS 401 Daily	SECOND CLASS 319 Daily Ex. Sunday	SECOND CLASS 199 Daily Ex. Sunday	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 9 Daily	1 Streamliner Daily	Distance from New Rockford	STATIONS	Telegraph Calls
FS124	Yard	999	L 8.15Pm	L 12.53Pm (199)	L 2.25Am	.....	L 1.00Pm (449/28)	.....	L 5.18Pm	.....	L 3.08Am	.....	NEW ROCKFORD	KO
FS131	140	23	8.30	1.07	2.38	.....	f 1.29	.....	5.26	.....	3.15	6.80	6.80 MUNSTER	.....
FS137	141	35	8.45 (448)	1.24 (28)	2.50	.....	s 1.40	.....	5.32	.....	3.20	12.49	5.69 BREMEN	BN
FS143	88	31	8.55	1.34	3.25 (1)	.....	s 1.51	.....	5.39	.....	3.25 (401)	18.60	6.11 HAMBERG	MA
FS149	141	31	9.05	1.43	3.37	.....	s 2.05 (402)	.....	5.46	.....	3.30	25.01	6.41 HEIMDAL	HD
FS155	141	33	9.18	1.53 (402)	3.50	.....	s 2.25	.....	5.52	.....	3.35	31.11	6.10 WELLSBURG	WX
FS162	141	33	9.30	2.03	4.01	.....	s 2.45	.....	5.59	.....	3.40	37.43	6.32 SELZ	Z
FS169	.....	25	9.45	2.15	4.15	.....	s 3.05	.....	6.08	.....	3.46	44.46	7.03 CLIFTON	.....
FS177	W 103 E 88	34	10.31 (2)	2.29	4.30	.....	s 3.28	.....	6.18	.....	3.55	52.74	8.28 AYLMER	MR
FS183	.....	38	10.45	2.36	4.40	.....	f 3.38	.....	6.25	.....	4.00	58.62	5.88 M. St. P. & S. S. M. Ry. Crossing NORFOLK	.....
FS187	153	34	10.55	2.42	4.46	.....	s 3.49	.....	6.29	.....	4.03	62.49	3.87 GUTHRIE	G
FS193	.....	41	11.04	2.50	4.56	.....	s 4.02	.....	6.34	.....	4.08	68.45	5.96 RANGELEY	.....
FS200	84	33	11.17	3.05	5.06	.....	s 4.22	.....	6.42 (448)	.....	4.13	75.81	6.86 KARLSRUHE	RA
FS205	144	28	11.27	3.21	5.16	.....	s 4.45	.....	6.48	.....	4.18	81.17	5.86 VERENDRYE	RY
FS212	140	33	11.39	3.35	5.26	.....	s 5.05	.....	6.55	.....	4.23	87.59	6.42 SIMCOE	MO
FS218	87	25	11.52	3.50	5.36	———	f 5.25	———	7.02	———	4.28	94.00	6.41 GENOA	.....
519	.....	.....	12.05Am	4.10	5.50	L 6.10Pm	s 5.50 (448)	L 8.34Pm	7.10	L 3.23Pm	4.36	101.58	7.58 SURREY (M. D. Jct.)	SR
523	.....	213	12.15	4.20	5.59	6.20	6.02	8.39	7.14	3.29	4.40	105.97	4.39 C. K. SWITCH	.....
526	Yard	2197	A 12.30Am	A 4.30Pm	A 6.10Am (320-200)	A 6.30Pm	A 6.20Pm	A 8.45Pm	A 7.25Pm	A 3.35Pm	A 4.50Am	108.81	2.84 MINOT	AD
			4.15 25.6	3.37 30.0	3.45 29.0	.20 21.6	5.20 20.4	.11 39.4	2.07 51.4	.12 36.3	1.42 64.0		Time Over Subdivision Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 73
Effective June 1, 1952

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Minot	FIRST CLASS 4 Daily	10 Daily	28 Daily	2 Streamliner Daily	SECOND CLASS 320 Daily Ex. Sunday	200 Daily Ex. Sunday	THIRD CLASS 402 Daily	448 Daily	SIGNS
NEW ROCKFORD	108.81			A 1.37Pm	A 11.19Pm		A 11.05Am	A 2.55Pm	A 9.10Pm	IRDNPB KWXOY
6.80				199						
MUNSTER	102.01			1.29	11.10		f 10.45	2.40	8.55	P
5.69				449					408	
BREMEN	96.32			1.24	11.05		s 10.32	2.30	8.45	DP
6.11										
HAMBERG	90.21			1.18	11.00		s 10.14	2.18	8.35	DP
6.41								199		
HEIMDAL	83.80			1.12	10.55		s 9.56	2.05	8.25	DPW
6.10								449		
WELLSBURG	77.70			1.06	10.50		s 9.38	1.53	8.15	DP
6.32										
SELZ	71.38			1.00	10.45		s 9.20	1.28	8.05	DP
7.03										
CLIFTON	64.35			12.52	10.39		s 9.01	1.12	7.51	P
8.28					403					
AYLMER	56.07			12.43	10.31		s 8.45	12.57	7.30	DNPW
5.88										
M. St. P. & S. S. M. Ry. Crossing NORFOLK	50.19			12.37	10.26		f 8.13	12.45	7.12	IP
3.87				402				28		
GUTHRIE	46.32			12.33	10.23		s 8.05	12.33	7.05	DP
5.96										
RANGELEY	40.36			12.28	10.18		s 7.48	12.11Pm	6.55	P
6.86									27	
KARLSRUHE	33.50			12.21	10.12		s 7.37	11.59	6.42	DP
5.86										
VERENDRYE	27.64			12.15	10.07		s 7.20	11.48	6.27	DPW
6.42										
SIMCOE	21.22			12.09	10.01		s 7.03	11.37	6.16	DP
6.41										
GENOA	14.81			12.03Pm	9.56		f 6.47	11.25	6.04	P
7.58									199	
SURREY (M. D. Jct.) DOUBLE TRACK	7.23	A 10.35Am	A 1.45Pm	11.55	9.50	A 6.20Am	s 6.35	11.10	5.50	RDNPIJ
4.39										
C. K. SWITCH	2.84	10.29	1.35	11.51	9.45	6.10	6.20	10.50	5.30	PXI
2.84		402				401	401	4		IRDNPW
MINOT		L 10.25Am	L 1.30Pm	L 11.45Am	L 9.40Pm	L 6.00Am	L 6.15Am	L 10.40Am	L 5.20Pm	CKOXBY
Time Over Subdivision		.10	.15	1.52	1.39	.20	4.50	4.15	3.50	
Average Speed Per Hour		43.3	28.9	58.2	65.9	21.6	22.5	25.6	28.8	

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No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 423 Daily	449 Daily	401 Daily	403 Daily	SECOND CLASS 9 Daily Ex. Sun.	219 Daily Ex. Sun.	(178) 179 Daily Ex. Mon.	FIRST CLASS 3 Daily	27 Daily	1 Streamliner Daily	Distance from Minot	Time Table No. 73 Effective June 1, 1952 — STATIONS	Telegraph Calls
526	Yard	2197	L 27 7.40Pm	L 1.00Pm	L 8.40Am	L 2.01Am	L 4.10Pm	L 3.45Pm	.....	L 8.55Pm	L 423 7.35Pm	L 4.55Am	.....	MINOT — M. St. P. & S. S. M. Ry. Crossing (Dble. Track)	AD
.....	.....	.....	7.55	1.20	8.55	2.15	4.21	3.55	.....	9.03	7.44	5.01	4.31	4.31 — W. L. SWITCH	.....
.....	.....	.....	7.57	1.23	8.57	2.17	4.22	3.56	.....	9.04	7.45	5.02	4.94	0.63 — GASSMAN SWITCH	.....
536	.....	14	8.06	1.38	9.12	2.30	f 4.29	4.05	.....	9.10	7.50	5.08	9.24	4.30 — RALSTON (Double Track)	.....
538	60	16	8.16	1.58	9.27	2.40	s 402 4.37	s 4.13	.....	2 9.17	7.55	5.14	13.47	4.13 — DES LACS	DE
544	80	27	8.25	2.12	4 9.51	2.50	s 4.45	s 402 4.20	.....	9.22	8.00	5.19	17.59	4.12 — LONE TREE	NE
549	E99 W141 179		8.34	2.25	10.05	3.01	s 5.01	s 4.30	.....	9.27	8.05	5.23	22.33	4.74 — BERTHOLD	BD
.....	.....	.....	.....	.....	.....	.....	.....	A 4.35Pm	.....	.....	.....	.....	22.59	0.26 — CROSBY LINE JCT.	.....
552	140	.....	2 9.01	2.35	10.15	3.10	f 5.09	.....	.....	9.32	8.10	5.28	27.01	4.42 — ROACH	.....
558	150	15	9.20	2.50	10 10.25	3.20	s 5.17	.....	.....	9.38	8.16	5.34	32.05	5.04 — TAGUS	Q
565	215	16	2 9.45	3.10	28 10.47	3.33	s 5.28	.....	.....	423 9.45	8.24	5.41	38.87	6.82 — BLAISDELL	
572	140	22	10.05	402 3.30	11.10	3.45	s 5.40	.....	.....	9.53	2 8.40	5.49	45.85	6.98 — PALERMO	PA
.....	.....	.....	.....	.....	.....	.....	.....	.....	L 6.45Am	.....	.....	.....	52.29	6.44 — GRENORA LINE JUNCTION	.....
580	Centimeter Auto. Blk. Sigs. W260 E130	118	10 20	3.50	11.30	4.10	s 6.01	.....	A 6.55Am	s 10.05	8.51	5.58	53.70	1.41 — STANLEY	SY
587		24	424 10.35	4.05	11.45	4.25	s 6.15	.....	.....	10.14	9.00	6.06	61.03	7.33 — ROSS	VR
592	140	10	10.43	4.15	11.55	4.35	f 6.23	.....	.....	424 10.19	9.05	6.11	65.59	4.56 — MANITOU	.....
599	E104 W104	25	11.00	4.35	12.10Pm	4.50	s 6.36	.....	.....	10.28	9.13	6.20	73.11	7.52 — WHITE EARTH	WH
609	109	54	11.15	4.52	12.25	5.05	s 6.50	.....	.....	10.37	9.21	448 6.29	80.97	7.86 — TIOGA	G
614	140	17	11.28	5.07	12.37	5.15	s 7.01	.....	.....	10.43	424 9.27	6.35	86.80	5.83 — TEMPLE	MP
617	E112 W69	42	11.40	5.20	12.50	5.27	s 7.14	.....	.....	10.50	9.33	6.42	92.74	6.24 — RAY	RA
625	96	28	11.51	5.35	402 1.02	448 5.38	s 2 7.23	.....	.....	10.56	9.39	6.49	98.07	5.33 — WHEELOCK (DOUBLE TRACK)	W
631	.....	26	12.01Am	5.44	1.12	5.48	s 7.35	.....	.....	11.02	9.45	6.56	103.24	5.17 — EPPING	PG
633	96	17	12.10	5.53	1.22	5.58	s 7.47	.....	.....	11.08	9.51	7.03	109.06	5.82 — SPRING BROOK	.....
641	.....	.....	12.19	6.02	1.32	6.07	f 7.59	.....	.....	11.15	9.57	7.10	114.64	5.58 — AVOCA	.....
647	Yard	1729	A 12.45Am	A 6.20Pm	A 1.45Pm	A 6.20Am	A 8.20Pm	.....	.....	A 11.25Pm	A 10.10Pm	A 7.20Am	120.32	5.68 — WILLISTON	WN
			5.05 23.7	5.20 22.2	5.05 23.7	4.19 27.8	4.10 28.9	.50 27.1	.10 8.4	2.30 48.6	2.35 46.6	2.25 49.7		Time Over Subdivision / Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 73
Effective June 1, 1952

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Williston	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Streamliner Daily	SECOND CLASS 220 Daily Ex. Sunday	SECOND CLASS 10 Daily Ex. Sunday	SECOND CLASS (177) 180 Daily Ex. Sunday	THIRD CLASS 448 Daily	THIRD CLASS 402 Daily	THIRD CLASS 424 Daily	SIGNS
MINOT	120.32	A 10.20Am	A 11.35Am	A 9.35Pm	A 7.45Am	A 12.01Pm		A 9.40Am	A 5.10Pm	A 12.55Am	IRDNPWY CKOXB
M. St. P. & S. S. M. Ry. Crossing (Dble. Track) 4.31											
W. L. SWITCH	116.01	10.09	11.27	9.27	7.33	11.37		9.27	4.51	12.35	IP
0.63											
GASSMAN SWITCH	115.38	10.08	11.26	9.26	7.32	11.35		9.25	4.48	12.33	IP
4.30 (Double Track)											
RALSTON	111.08	10.02	11.21	9.21	f 7.24	f 11.25		9.16	4.39	12.24	P
4.13			10	8		28			9		
DES LACS	106.85	9.56	**11.15**	**9.16**	s 7.15	s **11.15**		9.07	**4.30**	12.15	IRDNPW
4.12		401							219		
LONE TREE	102.73	**9.51**	11.10	9.11	s 7.05	s 11.01		8.57	**4.20**	12.05Am	P
4.74											
BERTHOLD	97.99	9.46	11.05	9.06	s 6.55	s 10.50		8.50	4.10	11.57	IDNPBR X
0.26					L 6.50Am						
CROSBY-LINE JCT.	97.73										JPX
4.42				423							
ROACH	93.31	9.41	11.00	**9.01**		f 10.35		8.42	4.03	11.50	P
5.04						401					
TAGUS	88.27	9.35	10.54	8.55		s **10.25**		8.34	3.55	11.43	DP
6.82			401								
BLAISDELL	81.45	9.28	**10.47**	8.48		s 10.05		8.23	3.45	11.30	DP
6.98				27					449		
PALERMO	74.47	9.20	10.39	**8.40**		s 9.48		8.10	**3.30**	11.15	DP
6.44											
GRENORA LINE JUNCTION	68.03						A 7.35Pm				PJ
1.41											DNPI
STANLEY	66.62	s 9.11	s 10.30	8.32		s 9.30	L 7.30Pm	7.55	3.15	**11.01**	WYXBR
7.33										423	
ROSS	59.29	8.59	10.19	8.24		s 9.10		7.20	2.50	**10.35**	IDP
4.56										3	
MANITOU	54.73	8.54	10.14	8.19		f 9.00		7.13	2.40	**10.19**	P
7.52			10			4					
WHITE EARTH	47.21	**8.45**	10.05	8.10		s **8.45**		6.53	2.15	9.55	DPW
7.86								1			
TIOGA	39.35	8.37	9.56	8.01		s 8.23		**6.29**	2.01	9.42	DP
5.53										27	
TEMPLE	33.82	8.31	9.50	7.55		s 8.10		6.05	1.45	**9.27**	P
6.24											
RAY	27.58	8.24	9.43	7.48		s 7.57		5.53	1.30	8.55	DPW
5.33 (DOUBLE TRACK)				9				403	401		
WHEELOCK	22.25	8.17	9.37	**7.41**		s 7.40		**5.44**	**1.20**	8.45	RDNPI
5.17											
EPPING	17.08	8.09	9.29	7.33		s 7.27		5.26	1.01	8.25	DP
5.82											
SPRING BROOK	11.26	8.01	9.21	7.25		s 7.15		5.08	12.40	8.08	P
5.58											
AVOCA	5.68	7.53	9.13	7.17		f 7.01		4.50	12.20	7.50	P
5.68											RDNPWY
WILLISTON		L 7.45Am	L 9.05Am	L 7.10Pm		L 6.45Am		L 4.30Am	L 12.01Pm	L 7.30Pm	CKOXB
Time Over Subdivision		2.35	2.30	2.25	.55	5.16	.05	5.10	5.09	5.25	
Average Speed Per Hour		46.6	48.6	49.7	24.6	22.9	16.8	23.3	23.3	22.2	

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains except No. 1.

Train No. 28 will stop at Ray on flag to pick up revenue passengers.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 401 Daily	THIRD CLASS 403 Daily	THIRD CLASS 449 Daily	SECOND CLASS (200) 175 Daily Ex. Sun.	SECOND CLASS 209 Daily Ex. Sun.	SECOND CLASS 341 Daily Ex. Sun.	Distance from Wahpeton Jct.	Time Table No. 73 Effective June 1, 1952 STATIONS	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS (209) 176 Daily Ex. Sun.	SECOND CLASS 200 Daily Ex. Sun.	SECOND CLASS 342 Daily Ex. Sun.	THIRD CLASS 448 Daily	THIRD CLASS 402 Daily	
.....	.....	.....	L 8.25Pm	L 2.25Pm	L 6.50Am	.....	.....	L 5.13Am	.....	...WAHPETON JCT....	....	78.21	JIX	.....	.....	A 6.35Pm	[A] 2.57Am	A 9.47Pm	.....
									6.00										
R 8	142	32	8.40	2.38	7.03	.....	.....	s 5.26	6.00	.....DWIGHT.....	DT	72.21	DP	.....	.....	s 6.28	2.30	9.35	.....
									6.61										
R14	70	22	8.52	2.50	7.15	.....	.....	s 5.40	12.61	.....GALCHUTT.....	GS	65.60	DP	.....	.....	s 6.10	2.16	9.22	.....
									3.39										
R18	.....	18	.....	.....	.....	.....	.....	f 5.46	16.00	.....PITCAIRN.....	....	62.21	P	.....	.....	f 6.02	.....	.....	.....
									3.20										
R21	142	29	402 9.05	3.02	7.27	.....	.....	s 5.55	19.20	.....COLFAX.....	CX	59.01	DP	.....	.....	s 5.55	2.02	401 9.05	.....
									6.19										
R28	70	34	9.16	3.13	7.38	.....	.....	s 6.11	25.39	.....WALCOTT.....	Q	52.82	DP	.....	.....	s 5.40	1.50	8.51	.....
									7.94										
R36	142	71	9.29	3.26	7.51	.....	.....	s 6.35	33.33	.....KINDRED.....	KR	44.88	DPW	.....	.....	s 5.25	1.38	8.37	.....
									4.97										
R41	70	32	9.39	3.35	8.01	.....	.....	s 6.43	38.30	.....DAVENPORT.....	DV	39.91	IDP	.....	.....	s 5.05	1.25	8.25	.....
										N. P. Ry. Crossing									
									3.95										
R44	.....	32	.....	.....	.....	.....	.....	s 6.50	42.25	.....ADDISON.....	....	35.96	P	.....	.....	s 4.53	.....	.....	.....
									0.35										
.....	.....	.....	.....	.....	.....	.....	.....	.....	42.60	.CHAFFEE LINE JCT..	....	35.61	PJ	.....	.....	.....	.....	.....	.....
									3.47										
R48	109	37	9.53	3.52	8.15	.....	.....	s 6.59	46.07	.....DURBIN.....	DU	31.14	DP	.....	.....	s 4.45	1.10	8.07	.....
									4.89										
R53	.....	17	.....	.....	.....	.....	.....	f 7.05	50.96	.....EVEREST.....	....	27.25	.....	.....	.....	f 4.36	.....	.....	.....
									2.78				IDN						
.....	.....	.....	.....	.....	.....	.....	.....	.....	53.74	.CASSELTON TOWER.	CT	24.47	PWX	.....	.....	.....	.....	.....	.....
										N. P. Ry. Crossing									
									0.22										
R56	134	236	10.08	342 4.30	8.55	L 200 5.30Pm	L 176 8.25Am	s 7.15	53.96	.....CASSELTON.....	A	24.25	XP	209 A 8.17Am	A 178 5.20Pm	403 s 4.30	12.55	7.50	.....
									0.33										
.....	.....	.....	A 10.10Pm	A 4.32Pm	A 8.57Am	A 5.31Pm	8.27	A 7.20Am	54.29	...CASSELTON JCT....	....	23.92	XYJP	L 8.15Am	5.15	L 4.25Pm	12.50	7.45	.....
									10.39										
T 1	69	19	.....	.....	.....	.....	s 8.55	.....	64.68	.....ABSARAKA.....	AX	13.53	DP	.....	s 4.55	.....	12.31	7.25	.....
									6.03										
T 7	107	26	.....	.....	.....	.....	s 9.15	.....	70.71	.....AYR.....	AY	7.50	DP	.....	s 4.40	.....	12.20	7.15	.....
									7.50										
FS41	128	.....	.....	.....	.....	.....	A 9.35Am	.....	78.21	.....NOLAN.....	W	.....	RID PNWJ	.....	L 4.20Pm	....	[L] 12.05Am	L 7.01Pm	.....
			1.45 31.3	2.07 25.6	2.07 25.6	.01 19.8	1.10 20.9	2.07 25.6		Time Over Subdivision Average Speed Per Hour				.02 9.9	1.00 24.2	2.10 25.0	2.52 29.2	2.46 27.1	

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

A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		SECOND CLASS 219 Daily Ex. Sunday	Distance from Berthold	Time Table No. 73 Effective June 1, 1952 — STATIONS	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS 220 Daily Ex. Sunday	
549				L 4.35Pm		CROSBY LINE JCT.		88.77	PJX	A 6.50Am	
						6.97					
VB 7		21		s 4.50	6.97	HARTLAND	HN	81.80	D	s 6.31	
						6.30					
VB13	30	30		s 5.05	13.27	AURELIA	AU	75.50	D	s 6.06	
						7.27					
VB21		35		s 5.20	20.54	COULEE	C	68.23	D	s 5.47	
						7.02					
VB28		35		s 5.35	27.56	KENASTON	K	61.21	D	s 5.30	
						6.62					
VB34	36	30		s 5.50	34.18	NIOBE	NB	54.59	RDY	s 5.10	
						0.28					
					34.46	NORTHGATE LINE JCT.		54.31	J		
						6.44					
VB41	32	29		s 6.05	40.90	COTEAU	CA	47.87	D	s 4.53	
						6.67					
VB48		32		s 6.20	47.57	WOBURN	WB	41.20	D	s 4.38	
						7.53					
VB55	32	30		s 6.40	55.10	LIGNITE	NG	33.67	DW	s 4.20	
						8.03					
VB63		32		f 6.55	63.13	STAMPEDE		25.64		s 4.01	
						2.04					
VB66		16		s 7.35	65.17	KINCAID	KC	23.60	DYX	s 3.55	
						3.46					
VB69		32		s 7.47	68.63	LARSON	RN	20.14	D	s 3.30	
						2.7					
VB72		16			71.33	STRANGE SIDING					
						4.22					
VB76		32		s 8.30	75.55	NOONAN	NX	13.22	DYX	s 3.12	
						5.66					
VB81		32		f 8.40	81.21	PAULSON		7.56		f 2.47	
						3.26					
VB84		10		f 8.47	84.47	JUNO		4.30		f 2.40	
						4.30					
VB89		93		A 9.00Pm	88.77	CROSBY	CY		BRDYX	L 2.30Am	
				4·25		Time Over Subdivision				4·20	
				20·1		Average Speed Per Hour				20·5	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		Distance from Northgate Line Jct.	Time Table No. 73 Effective June 1, 1952 — STATIONS	Telegraph Calls	Distance from Boundary Line	SIGNS				
					NORTHGATE LINE JCT.		21.46	YJ				
					6.86							
				6.86	M. St. P. & S. S. M. Ry. Crossing		14.60	I				
					1.15							
VE 8		20		8.01	BOWBELLS	BE	13.45	D				
					6.76							
VE15		24		14.77	PERELLA		6.69					
		104			6.24							
VE21				21.01	NORTHGATE	NO	0.45	RDX				
					0.45							
				21.46	BOUNDARY LINE			J				
					Time Over Subdivision							
					Average Speed Per Hour							

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 73
Effective June 1, 1952

THIRD CLASS 401 Daily	THIRD CLASS 403 Daily	THIRD CLASS 449 Daily	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS (200) 175 Daily Ex. Sunday	SECOND CLASS 341 Daily Ex. Sunday	Distance from Casselton	STATIONS	Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS (209) 176 Daily Ex. Sunday	SECOND CLASS 342 Daily Ex. Sunday
L 10.10Pm	L 4.32Pm	L 8.57Am	.....	.....	.....	L 5.31Pm	L 7.20Am	.....	CASSELTON JCT.	.....	8.74	PXYJ	A 8.15Am	A 4.25Pm
			R59	.....	29			2.91	2.91 HOWES	.....	5.83			
10.31	4.53	9 18	R63	.....	46	s 5.43	s 7.37	6.62	3.71 AMENIA	MY	2.12	DP	s 8.01	s 4.13
A 10.39Pm	A 5.01Pm	A 9.26Am	FS23	69	.....	A 5.50Pm	A 7.45Am	8.74	2.12 VANCE	.....	.....	RPYJ	L 7.45Am	L 4.05Pm
.29 18.0	.29 18.0	.29 18.0				.19 29.6	.25 20.9		Time Over Subdivision / Average Speed Per Hour				.25 20.9	.20 26.2

Westward trains are superior to eastward trains of the same class. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 73
Effective June 1, 1952

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 177 Daily Ex. Sunday	Distance from Stanley Line Jct.	STATIONS	Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS 178 Daily Ex. Mon.
.....	.....	.....	L 7.35Pm	.....	GRENORA LINE JCT.	.....	86.58	PJ	A 6.45Am
VD 8	.....	22	f 7.55	6.41	6.41 WASSAIC	.....	80.17	.....	f 6.25
VD13	.....	34	s 8.10	11.75	5.34 LOSTWOOD	WD	74.83	DP	s 6.10
VD20	.....	25	s 8.30	18.05	6.30 LUNDS VALLEY	VA	68.53	P	s 5.50
VD26	.....	44	s 8.55	24.61	6.56 POWER'S LAKE	PW	61.97	DP	s 5.30
VD33	.....	25	s 9 15	31.69	7.08 BATTLEVIEW	BV	54.89	DP	s 4.45
VD40	.....	34	s 9.35	38.07	6.38 McGREGOR	GO	48.51	DP	s 4.20
VD46	.....	25	s 9.55	44.38	6.31 HAMLET	HA	42.20	P	s 3.55
VD52	42	39	s 10.30	50.37	5.99 WILDROSE	WR	36.21	DP	s 3.30
VD59	.....	25	s 10.50	57.25	6.88 CORINTH	CN	29.33	DP	s 2.55
VD66	.....	35	s 11.10	64.34	7.09 ALAMO	AG	22.24	DP	s 2.35
VD71	.....	27	s 11.30	69.84	5.50 APPAM	AK	16.74	DP	s 2.15
VD76	.....	35	s 11.45	74.62	4.78 ZAHL	ZA	11.96	DP	s 1.55
VD82	.....	35	s 12.05Am	80.26	5.64 HANKS	HK	6.32	DP	s 1.35
VD88	.....	105	A 12.30Am	86.58	6.32 GRENORA	GR	.....	RDP YXB	L 1.15Am
			4.55 17.6		Time Over Subdivision / Average Speed Per Hour				5.30 15.7

Westward trains are superior to eastward trains of the same class. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD — NINTH SUBDIVISION — EASTWARD

Time Table No. 73
Effective June 1, 1952

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Chaffee Line Jct.	STATIONS	Telegraph Calls	Distance from Chaffee	SIGNS
.....	.....	.....	.....	CHAFFEE LINE JCT.	.....	11.5	PJ
R45	.....	22	7.0	7.0 LYNCHBURG	.....	4.5	
R46	.....	20	11.5	4.5 CHAFFEE	.....	.....	
				Time Over Subdivision / Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

ALL SUBDIVISIONS

1. **INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.**

CLEARING OF STREAMLINERS

The time of No. 1 and No. 11 must be cleared by other westward first class trains not less than 5 minutes before No. 1 and No. 11 are due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 and No. 11 are due to leave the last station where time is shown.

The time of No. 1 and No. 11 must be cleared by eastward first class trains, except No. 2 and No. 12, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 and No. 12 must be cleared by other eastward first class trains not less than 5 minutes before No. 2 and No. 12 are due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 and No. 12 are due to leave the last station where time is shown.

The time of No. 2 and No. 12 must be cleared by westward first class trains, except No. 1 and No. 11, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1, No. 11, No. 2 and No. 12 are due to leave the last station where time is shown.

MAXIMUM PERMISSIBLE SPEED OF STREAMLINERS.

Streamliner trains will be so designated in column with schedule number.

Maximum permissible speed of Streamliner trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees as prescribed in Item 2(b)—SPEED RESTRICTIONS GENERAL—ALL SUBDIVISIONS.

2. **SPEED RESTRICTIONS GENERAL.**

ZONE TERRITORIES AND MAXIMUM PERMISSIBLE SPEED OF PASSENGER TRAINS, INCLUDING STREAMLINERS, OPERATING VIA ROUTES INDICATED BELOW:

Stations	Zone Territories Between Mile Posts			Maximum Speed MPH Westward	Eastward
Breckenridge					
Wahpeton	0.0	and	1.0	25	25
Wahpeton Jct.	1.0	"	0.3	45	45
	0.3	"	42.3	79	79
Moorhead Jct.					
Fargo Jct.	42.3	"	2.2	30	30
	2.2	"	63.5	79	79
Luverne	63.5	"	64.2	40	40
	64.2	"	225.5	79	79
Surrey	225.5	"	196.7	35	75
	196.7	"	200.2	79	79
CK Switch	200.2	"	200.4	35	50
	200.4	"	203.0	50	50
Minot	0.0	"	1.0	20	20
	1.0	"	4.2	60	60
W L Switch	4.2	"	5.3	35	35
Gassman Switch	5.3	"	13.9	60	60
Des Lacs	13.9	"	14.1	60	35
	14.1	"	26.0	79	79
Roach	26.0	"	44.0	65	65
Palermo	44.0	"	76.0	75	75
White Earth	76.0	"	98.9	79	79
Wheelock	98.9	"	99.0	65	35
	99.0	"	118.2	65	60
Williston	118.2	"	121.0	50	50

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains, including Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains, including Streamliners, and letter "F" to freight and Mixed trains.

(c) When passenger trains, including Streamliners, are handled by Diesel engines, Electric engines, passenger or freight steam engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, including Streamliners, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(d) Speed shown on Speed Limit Plate on engines must not be exceeded.

(e) Steam engines backing up ..... 20 MPH
Steam engines in forward motion running light or with caboose only ..... 35 MPH
Diesel and Electric engines light or with caboose only ..... 50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. on Main Lines ..... 25 MPH
except on 6 degree curves or sharper, and on Branch Lines ..... 15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines ..... 30 MPH
except on 6 degree curves or sharper and on Branch Lines ..... 20 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings ..... 15 MPH
Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH
Trains or engines through No. 20 turnouts at: ..... 35 MPH

Wahpeton Junction ..... Junction switch to Fourth Subdivision
Moorhead Jct. ..... Junction with Dakota Division.
Vance ..... West wye switch.
Nolan ..... West siding switch.
Dundas ..... East and west siding switch.
New Rockford ..... West yard lead.
Simcoe ..... East and west siding switch.
Surrey M. D. Jct. ..... All switches.
Minot ..... East end south yard lead, and east yard lead.
C K Switch ..... End of double track.
W. L. Switch ..... End of double track east end Gassman Bridge.

Gassman Switch	End of double track west end Gassman Bridge.
Des Lacs	End double track.
Stanley	East and west switch westward siding.
Ross	West switch Ross siding.
Wheelock	End of double track.
Williston	West yard lead.
Trains or engines through No. 15 turnouts at:	25 MPH
Breckenridge	End of double track.
Moorhead Jct.	West siding switch.
Nolan	Junction switch First to Fourth Subdivision.
Trains or engine through all other turnouts	15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

8. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engines will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 23, 75 to 170, 253 to 258, 262 to 264, 301 to 317, 400 to 458	50 MPH
175 to 227, 271 to 279, 550 to 564, 600 to 653	65 MPH
250, 251, 260, 261, 266 to 270, 280, 281, 350 to 365, 500 to 512	75 MPH
252, 259, 265, 300	45 MPH
2302 to 2324	50 MPH
2325 to 2341	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

4. **ELECTRIC BRAKES**

In event of failure of the electric straight air brake, or if electric brakes cannot be used on account of cars not equipped with electric air brakes being handled in the train, the automatic air brake will be used.

Between terminals if engineer finds electric brakes not operating properly he shall immediately change brake valve over to automatic air brake operation and open circuit breaker to electric brake cricuits. After changing from electric straight air brake operation to automatic air brake operation the train will be handled with automatic air to the next terminal where standing terminal air brake test can be made by carmen. Terminal brake test should then be made with electric straight air and with automatic air and train may be handled with electric straight air if the brakes function properly during terminal test.

5. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet.

If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

6. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.

7. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

8. Gas-Electric engines must not be fueled while occupied by passengers or coupled to cars occupied by passengers.

9. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

10. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:**

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Ore cars and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

11. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

FIRST SUBDIVISION

NOLAN.....Both—Hose in treating plant.
HANNAFORD.....Both—Hose in Depot.

SECOND SUBDIVISION

AYLMER.....Both—Hose in power house.

THIRD SUBDIVISION

STANLEY.....Both—West Standpipe, hose in depot.

12. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.

13. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

14. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.

15. When operating snow machines in non-block signal territory no train should be permitted to follow closer than a station apart, when that cannot be done they will be blocked not less than thirty minutes apart.

16. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

17. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

18. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

19. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

20. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

21. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

22. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities— shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammable, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

23. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch, and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicators, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and remove key. If the yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

24. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

25. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

26. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:

Nos. 1, 2, 3, 4, 7, 8, 9, 10, 27, 28, 29, 30, and sections thereof; also, extra passenger train whether operated as a section of regular train or as a passenger extra.

27. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

28. Rule D-97 is in effect on this division.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Breckenridge and New Rockford	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**

CMStP&P. RR. Crossing 1.85 miles east of Lurgan	60 MPH	35 MPH
Between Home Signals of Interlockings at:		20 MPH
Nolan, for movements from Fourth to First Subdivision, and between Fourth Subdivision and Dakota Division, (Page)		
New Rockford, eastward.		
Hannaford, No. 1 passing depot		40 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
Engines heavier than O-6 not permitted on any industry tracks except Lurgan, Kent, Wolverton, Comstock, Rustad, Finkle, Hannaford, Revere, Glenfield, Grace City, Brantford and Dundas.

4. **TRAIN REGISTER EXCEPTIONS.**
Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.

Nos. 1 and 2 will register by ticket at New Rockford and Breckenridge.

Moorhead, register is for Dakota Division Tenth Subdivision trains only which will register by ticket at depot.

Fargo-Fargo Jct., first and second class trains and passenger extras register and receive clearance at passenger station, other trains at yard office.

First class trains and passenger extras register by ticket at Fargo Jct.

Vance, register only for Nos. 209, 200, 341.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At Wahpeton Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

(b) At Fargo Jct., when train order signal indicates proceed, Dakota Division Eastward trains may proceed without clearance.

(c) At Fargo, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

(d) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 209 and 175 arrive will clear Nos. 176 and 200 respectively at that point.

6. At Moorhead, Dakota Division trains use siding to and from Tenth Subdivision.

7. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains, between MP 82 and MP 83, approximately 2 miles west of Revere.

Eastward trains, between MP 117 and MP 116, approximately 2 miles east of Dundas.

8. **SPRING SWITCHES WITH FACING POINT LOCK.**
Breckenridge, lead switch 200 feet east of yard office.
Normal position is for westward main track.
end of double track.
Normal position is for eastward main track.

Vance, west wye switch.
Normal position is for First Subdivision.

Dundas, east and west siding switch.
Normal position is for main track.

9. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**
Westward trains, at signal 317.1 approximately 3 miles west of Luverne.

10. **MANUAL INTERLOCKINGS.**

Breckenridge ..... N. P. Ry. crossing
Moorhead Jct. ..... N. P. Ry. crossing
Nolan.....Junction with Fourth Subdivision and Dakota Division
Hannaford .....N. P. Ry. crossing

Hannaford, the dwarf signal and derail on the siding are interlocked, but only against the Northern Pacific Ry. crossing and in no way governs the position of east switch for movement into or out of siding which must be handled in accordance with Rule 514(A). Instructions for operating electric lock posted in lock box. Rule 670 does not apply for such movements.

Whistle signal for routes:

Moorhead Jct.,	Dakota First Subdivision.....1 long.	
	Minot Division .....1 long,	1 short.
	Minot Division siding .....3 long,	1 short.
Nolan,	Casselton Line east .....1 long.	
	Surrey Line east .....2 long,	1 short.
	Surrey Line west .....1 long,	1 short.
	Dakota Division west .....3 long,	1 short.
	Siding .....2 short,	1 long.

11. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**

Wahpeton Junction.....Junction with Fourth Subdivision.
Moorhead Junction .....east siding switch.
Fargo .....Junction of Dakota-Surrey main tracks and Eighth Street Crossovers.
Nolan .....west siding switch.

Wahpeton Jct., interlocking operates automatically for all movements, except to and from Fourth Subdivision which requires manual control operation by operator at Breckenridge. When train is stopped by Stop-indication and no immediate conflicting train movement is evident, trainman shall proceed to telephone and communicate with the operator at Breckenridge, and be governed by his instructions. Instructions for operating interlocking are posted at the switch. In case of failure of means of communication, train movement must be made in accordance with train rights and operating rules.

Fargo, interlocking electrically controlled by operator in depot. The "home signal limits" (Rule 605) of this interlocking extend from the westward home signal at the junction of the Dakota and Surrey main tracks, east of the depot, to the eastward home signals just west of the Eighth Street crossovers, and include hand operated switches which enter the main tracks within these limits. These hand operated switches are equipped with electric switch locks under control of the Operator.

Trains and engines, receiving a proceed indication of the home signal governing entrance to the "Home Signal Limits" may proceed, regardless of class, in accordance with Rule 605.

12. Fargo .....First class trains and passenger extras to and from Dakota Division will use Dakota main track from Fargo Junction to home signal limits just west of 8th Street crossovers and Minot Division first class trains and passenger extras will use Fargo-Surrey main track from Fargo Junction to home signals just west of 8th Street crossovers unless otherwise directed by a train order.

13. AUTOMATIC INTERLOCKINGS.

Breckenridge .....end of double track
Lurgan, 1.85 miles east of.....CMStP&P. RR. crossing
Vance .....Junction with Seventh Subdivision
New Rockford .....N. P. Ry. crossing

Breckenridge interlocking operates automatically for all movements, except for eastward trains from single track to westward track, which requires hand operation of spring switch.

Westward trains on westward track have preference over westward trains on eastward track. When a westward train on eastward track is to move through interlocking while a westward train on westward track is standing at westward home signal, trainmen shall operate switch-key-controller.

14. **SEMI-AUTOMATIC INTERLOCKINGS.**

Wahpeton ..... CMStP&P. RR. crossing

Wahpeton, if a train is stopped by a stop-indication and no immediate conflicting train movement is evident, and both smash boards are in reverse position, trainmen may signal train to proceed over the crossing after making certain that gates are set against conflicting route. If smash boards are not in reverse position, trainmen shall operate them by hand with crank attached to mechanism. When necessary to make a reverse movement after passing through the home signal zone, but not far enough to clear approach control section, trainmen will operate push button at home signal to obtain route desired.

SECOND SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
New Rockford and Minot	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Minot, all trains over footwalk just east of depot..... 10 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
Engines heavier than O-6 not permitted on any industry tracks, except Clifton, Norfolk, Rangeley, north and south stock yard tracks and Swift's spur New Rockford.

4. **TRAIN REGISTER EXCEPTIONS.**
Surrey, all trains register by ticket.
Minot, first and second class trains and passenger extras register at passenger station, other trains at yard office.
Register of regular trains at Minot will cover their arrival at Surrey.

5. **RESTRICTED CLEARANCES.**
Minot stock yards, account elevated tracks north of bulkheads, employes must not get off on the south side from cars or engines while in motion to avoid possibility of slipping under.
S-1, Q-1, R-1 engines will not clear bulkheads.

6. Minot, before eastward freight trains or engines leave the yard at east end south lead spring switch a member of the crew shall operate push button "R" located in telephone booth. After operating push button "R" the semaphore type indicator marked "Signal" will indicate proceed when main track is clear and C. K. switch is lined for movement to eastward main track.

7. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with speed table:
Westward trains, between MP 146 and MP 147, approximately 4 miles west of Hamberg.
Eastward trains, between MP 221 and MP 220, approximately 4 miles east of Surrey.

8. **SPRING SWITCHES WITH FACING POINT LOCK.**
Simcoe, east and west siding switch.
Normal position is for main track.
Minot, east end yard south lead.
Normal position is for main track.

9. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

New Rockford .....west lead switch
Surrey—M.D. Jct., ...Junction with Dakota Division
Whistle signal for routes, Surrey:
Second Subdivision .....1 long, 1 short
Dakota Division .....2 long, 1 short

10. **AUTOMATIC INTERLOCKINGS.**

Norfolk ..... MStP&SSM. RR. crossing
C. K. Switch ..... end of double track

C. K. Switch, interlocking operates automatically for all movements, except entrance to yard which requires push button operation from Surrey. In case of failure to obtain route desired, trainmen will be governed by instructions posted in push button box.

THIRD SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Minot and Williston	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**

Between Wheelock and Williston, on eastward track:
Passenger ..... 55 MPH
Freight ..... 40 MPH
Between Home Signals of Interlocking at Minot ..... 20 MPH
Stanley, No. 1 and No. 2 passing depot ..... 30 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

R-1 engines not permitted on any industry tracks, except industry track Stanley and branch tracks Nos. 1 and 2 and house track at Berthold, Avoca, O-4 largest engine permitted on coal mine track and no engine permitted on sharp curve. If necessary to set out or pick up cars beyond sharp curve hold on to enough cars as reachers.

4. **TRAIN REGISTER EXCEPTIONS.**

Minot, first and second class trains and passenger extras register at passenger station, other trains at yard office.
Des Lacs, Wheelock, all trains register by ticket.
Berthold, Register only for Fifth Subdivision trains.
Stanley, Register only for Eighth Subdivision trains.
Register of regular trains at Williston will cover their arrival at Wheelock.
Register of regular trains at Minot will cover their arrival at Des Lacs.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

At Crosby Line Jct., Grenora Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 180 and 178 arrive will clear Nos. 177 and 179 respectively at Grenora Line Jct.

6. **RESTRICTED CLEARANCES.**

Williston, S-1, Q-1, R-1 engines will not clear bulkhead at stock yards.

7. Double track extends from crossover just west of MStP&SSM. RR. crossing Minot to Des Lacs, except over Gassman Bridge which is governed by interlocking signals.

8. Minot, between Mouse River Bridge and MStP&SSM. RR., interlocking automatic block signals of the color light type on the freight lead govern the movement of trains, light engines and yard engines by signal indication.

9. Long siding south of main track extending between Ross and west switch of eastward siding Stanley is known as "Ross Siding". Westward trains must not use this track unless authorized by train order. Normal position of east switch Ross siding is for eastward siding at Stanley. All trains using this track will display markers as though running against current of traffic on double track.

10. Account no water at Northgate, trains destined that point must take full tank of water at Des Lacs.

11. **SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following points as compared with speed table:
Westward trains, between MP 19 and MP 20, approximately 1 mile west of Lone Tree.
Eastward trains, between MP 90.5 and MP 91.5, approximately 3 miles east of Ray.

12. **CROSSOVERS ON DOUBLE TRACK.**

Trailing Point
Ralston, Epping, Spring Brook.

13. **SPRING SWITCHES WITH FACING POINT LOCK.**

Stanley, east switch eastward siding.
West switch westward siding.
Tioga, east siding switch.
Normal position is for main track.

14. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**

Eastward trains, at signal 6.8 approximately three miles east of Ralston.

15. **MANUAL INTERLOCKINGS.**

Minot ..... MStP&SSM. RR. crossing
Wheelock ..... end of double track

16. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Des Lacs ..... end of double track
Berthold ..... east switch eastward siding
east switch westward siding
Stanley ..... east switch westward siding
Ross ..... west switch Ross siding
Ross, west switch electrically controlled by operator at Stanley.

17. **SEMI-AUTOMATIC INTERLOCKINGS.**

Gassman Bridge ..... W. L. Switch—Gassman Switch end of double track and single track over bridge

The Home Signal Limits, Rule 605, of this interlocking include all trackage between westward home signal at "W. L. Switch" and eastward home signal at "Gassman Switch".

Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for all train movements with the current of traffic. Routes for movements against the current of traffic are controlled by the train dispatcher at Minot.

The train on any approach control section first receiving a "Proceed" indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605.

When a train is stopped by the Stop indication and no immediate conflicting train movement is evident, trainman shall proceed to the telephone and communicate with the train dispatcher who will advise if train is being held for any purpose. If no instructions are received, or in case of failure of means of communication, train movement through the Home Signal Limits of the interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

FOURTH SUBDIVISION

(Casselton Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Wahpeton Jct. and Nolan	40 MPH	30 MPH

2. **SPEED RESTRICTIONS.**

Between Home Signals of Interlockings at: ..... 20 MPH
Wahpeton Jct. eastward
Davenport
Casselton Tower
Nolan westward

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**

Engines heavier than O-6 not permitted on any industry tracks, except Dwight, Galchutt, Colfax, Walcott, Kindred, and Addison and interchange track with the Northern Pacific at Casselton.

4. **TRAIN REGISTER EXCEPTIONS.**

Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.
Casselton Tower, second class trains register by ticket.
Nolan, all trains register by ticket.

5. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

At Wahpeton Jct., Casselton Jct., and Chaffee Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

6. **MANUAL INTERLOCKINGS.**

Davenport ..... N. P. Ry. crossing
Casselton Tower ..... N. P. Ry. crossing
Nolan ..... Junction with First Subdivision

Whistle signals for routes,
Davenport and Casselton Tower:

Main track	1 long.
siding	1 long, 1 short
Elevator track Davenport	2 long, 1 short

Nolan:

Casselton Line east	1 long.
Surrey Line east	2 long, 1 short
Surrey Line west	1 long, 1 short
Dakota Division west	3 long, 1 short
siding	2 short, 1 long

7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
Wahpeton Jct. .....Junction with First Subdivision
Casselton Jct. .....Junction with Seventh Subdivision
Wahpeton Jct., interlocking operates automatically for all movements, except to and from Fourth Subdivision which requires manual control operation by operator at Breckenridge. When train is stopped by Stop-indication and no immediate conflicting train movement is evident, trainman shall proceed to telephone and communicate with the operator at Breckenridge, and be governed by his instructions. Instructions for operating interlocking are posted in crank box. In case of failure of means of communication, train movement must be made in accordance with train rights and operating rules.
Casselton Jct., switch is electrically controlled by operator at Casselton Tower.

FIFTH SUBDIVISION
(Crosby Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Crosby Line Jct. and Crosby	35 MPH	30 MPH

2. SPEED RESTRICTIONS.

O-1 engines	25 MPH
Noonan, coal mine tracks	5 MPH

3. ENGINE RESTRICTIONS.
Engines heavier than O-1 prohibited, except all classes of engines permitted to use main track Crosby Line Jct. to point one mile west.

4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.
O-1 engines when operating on any industry tracks, except Hartland, Aurelia, Coulee, Kenaston, and Niobe, must move with extreme caution; such engines not permitted on mine tracks or wye track at Kincaid.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Crosby Line Jct., Northgate Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

SIXTH SUBDIVISION
(Northgate Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Northgate Line Jct. and Northgate	35 MPH	20 MPH

2. SPEED RESTRICTIONS.
Between Home Signals of Interlocking at Bowbells..... 20 MPH

3. ENGINE RESTRICTIONS.
Engines heavier than O-1 prohibited.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
Northgate Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such train arrives.

5. Account no water at Northgate, trains destined that point must take full tank of water at Des Lacs.

6. Northgate, when using Canadian National Railway tracks, train and engine men will be governed by their time table and rules.

7. Northgate, track between stop board, 200 feet north of west switch and International Border will be used as interchange.

8. AUTOMATIC INTERLOCKINGS.
Bowbells, 1.15 miles east of .....MStP&SSM. RR. crossing

SEVENTH SUBDIVISION
(Amenia Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Casselton Jct. and Vance	40 MPH	30 MPH

2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
(a) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 209 and 175 arrive will clear Nos. 176 and 200 respectively at that point.
(b) At Casselton Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

3. SPRING SWITCHES WITH FACING POINT LOCK.
Vance, west wye switch.
Normal position is for First Subdivision.

4. AUTOMATIC INTERLOCKINGS.
Vance .....Junction with First Subdivision

EIGHTH SUBDIVISION
(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Grenora Line Jct. & Powers Lake	35 MPH	30 MPH
Powers Lake and Wildrose—steam	25 MPH	20 MPH
Powers Lake and Wildrose—Diesel	30 MPH	20 MPH
Wildrose and Grenora	35 MPH	30 MPH

2. ENGINE RESTRICTIONS.
Engines heavier than H-4 and 1500 H.P. Diesel prohibited.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Grenora Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 180 and 178 arrive will clear Nos. 177 and 179 respectively at that point.

NINTH SUBDIVISION
(Chaffee Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	
Chaffee Line Jct. and Chaffee, all trains	12 MPH

2. SPEED RESTRICTIONS.

Steam engines backing up	10 MPH

3. ENGINE RESTRICTIONS.
Engines heavier than G-3 prohibited.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Chaffee Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

WATCH INSPECTORS

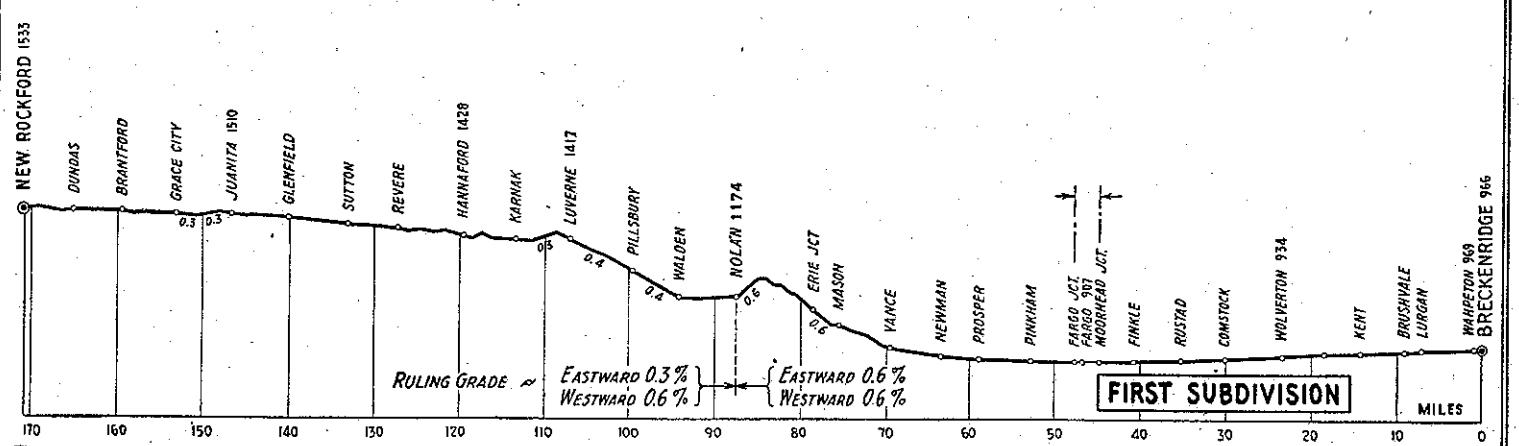
Irving Thorn ..... Breckenridge, Minn.
D. W. Langenes ..... New Rockford, N. D.
E. W. Johnson ..... Fargo, N. D.
S. D. Kivley ..... Minot, N. D.
A. J. Parke ..... Minot, N. D.
R. M. Gross ..... Williston, N. D.
Operators ..... Stanley, N. D.
Stanley, for comparison only.

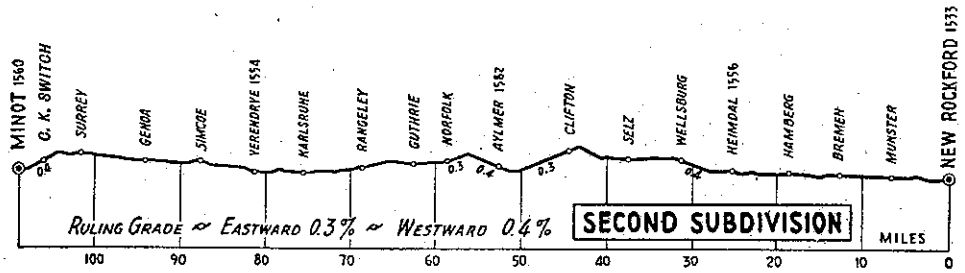
SPEED TABLE

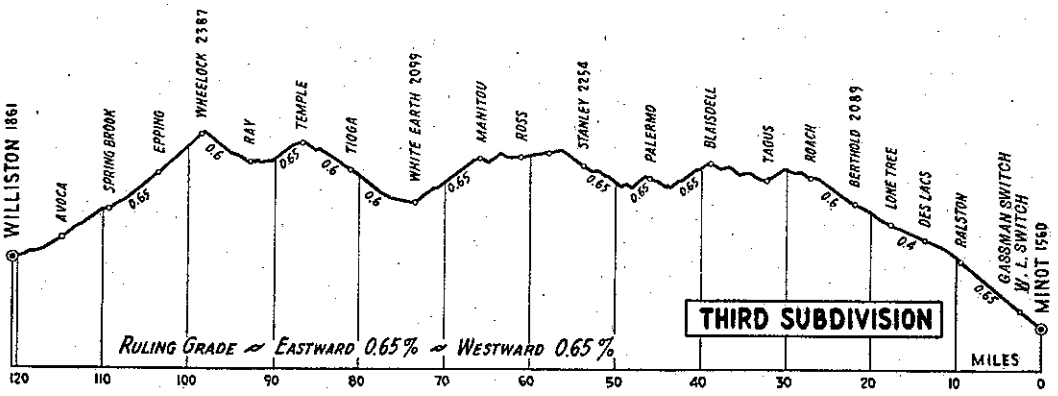
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

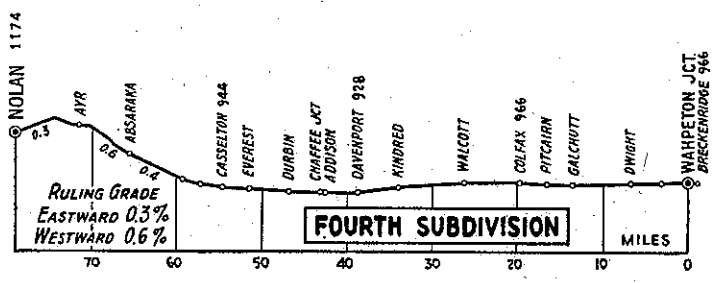
BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens
First Subdivision			
Mason Pit Spur	1½ miles west of Erie Jct.	38	East
Second Subdivision			
Falsen Pit	3.2 miles east Verendrye	122	East
Third Subdivision			
Blaisdell Pit	1.5 miles east Blaisdell	215	East
Lovejoy Mine Spur	0.13 miles west Avoca	10	East
Fifth Subdivision			
Kincaid Storage Track	0.36 miles east Kincaid	80	East & West
Noonan Storage Track	1.68 miles east Noonan	68	East & West
Ninth Subdivision			
J. C. Jenson Spur Track	1.50 miles east of Chaffee	7	West









Elevation---175

MINOT DIVISION