

COMPANY SURGEONS

- *Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
- *Dr. Ernest R. Anderson, Asst. Chf. Surg., Minneapolis, Minn.
- *Dr. Louis T. O'BrienBreckenridge, Minn.
- Dr. C. W. JacobsonBreckenridge, Minn.
- *Dr. Clarence V. BatemanWahpeton, N. D.
- Dr. E. W. HumphreyMoorhead, Minn.
- *Dr. Kent E. DarrowFargo, N. D.
- *Dr. P. H. BurtonFargo, N. D.
- Dr. H. J. FortinFargo, N. D.
- Dr. I. D. ClarkCassleton, N. D.
- *Dr. C. G. OwensNew Rockford, N. D.
- *Drs. Kermott and KermottMinot, N. D.
- Dr. Frank WheelonMinot, N. D.
- *Dr. M. G. FlathStanley, N. D.
- *Dr. Robert GoodmanPowers Lake, N. D.
- *Dr. C. O. McPhailCrosby, N. D.
- *Dr. J. P. CravenWilliston, N. D.

*Designates also Examining Surgeon.

**OPHTHALMIC SURGEONS
(Eye Doctors)**

- Dr. Archibald D. McCannelMinot, N. D.
- Dr. M. E. RuudGrand 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 75

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, November 16, 1952

M. L. GAETZ, Superintendent.

C. O. HOOKER, General Manager.

A.W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS					Distance from Breckenridge	Time Table No. 75		Telegraph Calls
	Siding	Other Tracks	401	343	403	449	(332) 327	199	209	341	11	27	3	9	1		Effective November 16, 1952	STATIONS	
			Daily	Mon., Wed., Thurs., Sat.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily	Daily	Daily	Daily					Streamliner
A214	Yard	1145	L 8.15Pm		L 2.15Pm	L 6.40Am				L 5.05Am		L 1.52Pm	L 12.30Pm	L 4.35Am	L 12.05Am	0.99	.. BRECKENRIDGE..	BR	
R1		108							s 5.10				s 12.33	s 4.40		1.19	.. WAHPETON..	WB	
			A 8.25Pm		A 2.25Pm	A 6.50Am			A 5.13Am		1.56	12.35	4.43	12.09	1.84	.. MILW. CROSSING..			
															5.40	.. WAHPETON JCT..			
P7		35															.. MILW. CROSSING..		
P9		19									2.02	12.41	4.49	12.16	7.25	.. LURGAN..			
P14		48											f 4.52		9.20	.. BRUSHVALE..			
P23		49									2.10	12.49	f 5.02	12.24	14.23	.. KENT..	KN		
P29		75									2.19	12.59	f 5.16	12.35	28.24	.. WOLVERTON..	WO		
P35		86									2.26	1.06	f 5.26	12.43	30.07	.. COMSTOCK..			
P40		85									2.31	1.12	f 5.36	12.50	35.22	.. RUSTAD..	J		
		129									2.36	1.18	5.43	12.57	40.76	.. FINKLE..			
											L 10.20Pm	2.41	1.23	5.50	44.79	.. MOORHEAD JCT..	MJ		
															44.92	.. N. P. RY. CROSSING..			
241		55					L 8.01Pm				s 10.23	2.43	s 1.25	s 5.55		45.61	.. MOORHEAD..	MH	
242	Yard	1310					A 8.10Pm	L 6.45Am	L 7.00Am		A 10.26	A 2.45	A 1.30	A 6.00	A 1.10	46.66	.. FARGO..	FO	
											L 10.29	L 3.00	L 1.40	L 6.20	L 1.15		.. FARGO JCT..	F	
242				6.10				6.55	7.05		A 10.31Pm	3.03	A 1.45Pm	A 6.23Am	1.17	47.70	.. PINKHAM..		
FS8		14		6.20				f 7.05	f 7.15			3.09			1.22	52.91	.. PROSPER..	RO	
FS12		23		6.33				f 7.18	s 7.28			3.15			1.28	59.08	.. NEWMAN..		
FS17		24						f 7.35								63.32	.. VANCE..		
FS28		69		A 6.55												69.65	.. MASON..		
			L 10.39Pm	L 8.27	L 5.01Pm	L 9.26Am		A 7.40Am	s 7.45			3.25					.. ERIE JCT..		
FS29		68	10.49	8.39	5.12	9.36			f 7.57			3.32			1.44	75.57	.. NOLAN..	W	
815			10.55	A 8.45Pm	5.18	9.42			8.02			3.35			1.47	78.60	.. WALDEN..		
FS41		128			5.34	10.02		Ls 9.30Am	A 8.15Am			3.44			1.54	87.41	.. PILLSBURY..	BX	
FS47		70	11.27		5.44	10.12		s 9.45				3.50			2.00	94.10	.. LUVERNE..	NE	
FS58		142	11.42		5.57	10.25		s 10.10				3.56			2.05	99.46	.. KARNAK..	NA	
FS60		128	12.16Am		6.25	10.42		s 10.30				4.04			2.11	106.55	.. N. P. RY. CROSSING..	HO	
FS67		70	12.30		6.37	10.52		s 10.45				4.12			2.18	112.31	.. HANNAFORD..		
FS73		133	12.42		6.50	11.05		s 11.05				4.19			2.23	119.60	.. REVERE..	SU	
FS80		33	12.55		7.03	11.18		s 11.25				4.27			2.30	127.02	.. GLENFIELD..	GD	
FS86		139	1.05		7.12	11.27		s 11.45				4.33			2.35	133.00	.. JUANITA..	JA	
FS93		52	1.16		7.23	11.38		s 12.05Pm				4.41			2.41	139.97	.. GRACE CITY..	G	
FS100		144	1.26		7.34	11.49		s 12.17				4.48			2.46	145.53	.. BRANTFORD..	BF	
FS106		41	1.36		7.44	11.59		s 12.30				4.54			2.51	152.97	.. DUNDAS..		
FS118		146	1.46		7.54	12.11Pm		s 12.42				5.00			2.56	159.30	.. N. P. RY. CROSSING..	KO	
FS118		140	1.55		8.04	12.21		f 12.55				5.06			3.01	165.11	.. NEW ROCKFORD..		
FS124	Yard	999	A 2.05Am		A 8.15Pm	A 12.35Pm		A 1.05Pm				A 5.15Pm			A 3.08Am	170.95	..		
			3.36	2.44	3.24	3.19	0.09	4.30	1.15	.08	.11	3.23	1.15	1.48	3.03		Time Over Subdivision		
			28.6	11.7	30.5	31.1	7.00	27.3	32.5	13.8	15.8	60.05	38.1	24.6	56.0		Average Speed Per Hour		

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 15.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 75

Effective November 16, 1952

STATIONS	Distance From New Rockford	FIRST CLASS					SECOND CLASS				THIRD CLASS			SIGNS
		12	28	4	10	2	(331) 328	200	210	342	344	402	448	
		Streamliner				Streamliner	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Tues., Thurs., Friday, Sun.	Daily	Daily	
BRECKENRIDGE	170.96	A 5.08Pm	A 5.40Pm	A 12.38Am	A 2.25Am				A 10.50Pm		A 10.00Pm	A 3.10Am	RDNXW KOYIB	
WAHPETON	168.98		s 5.34	s 12.27					s 10.46				PXD	
MILW. CROSSING	168.76												M	
WAHPETON JCT.	169.11		5.02	5.32	12.22	2.18			L 10.44Pm		L 9.47Pm	L 2.57Am	PJXI	
MILW. CROSSING	165.55												I	
LURGAN	163.70		4.56	5.26	12.16Am	2.11							P	
BRUSHVALE	161.75				f 11.57									
KENT	160.72		4.48	5.18	f 11.48	2.03							DP	
WOLVERTON	147.71		4.38	5.08	f 11.35	1.52							DP	
COMSTOCK	140.88		4.31	5.01	f 11.24	1.44							DP	
RUSTAD	135.72		4.25	4.55	f 11.16	1.37							DP	
FINKLE	130.20		4.19	4.49	11.07	1.30							P	
MOORHEAD JCT.	128.16	A 9.10Am	4.13	4.44	10.57	1.25							IDNPF XJ	
N. P. RY. CROSSING	128.03												I	
MOORHEAD	125.84	s 9.09	4.11	s 4.42	s 10.55	1.23	A 7.10Am						DNPXR	
FARGO	124.20	L 9.04	L 4.08	L 4.40	L 10.45	L 1.20	L 7.00Am	A 6.01Pm	A 8.50Pm		A 2.30Am		WXBDN IER	
FARGO JCT.	123.25	L 8.59Am	3.50	L 4.25Pm	L 10.16Pm	1.12		5.55	8.45		2.24		BDNJK ORWXY	
PINKHAM	118.04		3.44			1.07		f 5.45	f 8.35		2.14		P	
PROSPER	111.87		3.38			1.01		f 5.33	s 8.24		2.01		DP	
NEWMAN	107.63							f 8.15						
VANCE	101.40		3.25			12.51		L 5.11Pm	s 8.05		1.38		YPJI	
MASSON	95.38		3.14			12.45			f 7.54		1.03		WP	
ERIE JCT.	92.85		3.11			12.42			7.48		L 12.55Am		PJ	
NOLAN	83.54		3.02			12.33		A s 3.35Pm	L 7.30Pm			A 7.01Pm	A 12.05Am	
WALDEN	78.85		2.56			12.27		s 3.22				6.50	11.52	
PILLSBURY	71.49		2.51			12.22		s 3.10				6.40	11.42	
LIVERNE	64.10		2.44			12.16		s 2.44				6.25	11.31	
KARNAK	57.74		2.36			12.09		s 2.23				6.10	11.20	
N. P. RY. CROSSING	51.85		2.30			12.04Am		s 2.06				5.50	11.01	
HANNAFORD	48.95		2.21			11.57		s 1.40				5.30	10.47	
REVERE	37.95		2.15			11.52		s 1.25				5.20	10.39	
SUTTON	30.98		2.08			11.46		s 1.08				5.05	10.28	
GLENFIELD	24.42		2.01			11.40		s 12.50				4.48	10.17	
JUANITA	17.98		1.54			11.35		s 12.30				4.25	10.06	
GRACE CITY	11.59		1.48			11.30		s 12.11Pm				4.10	9.55	
BRANTFORD	5.84		1.42			11.25		f 11.55				3.55	9.45	
DUNDAS														
N. P. RY. CROSSING														
NEW ROCKFORD		L 1.37Pm				L 11.19Pm		L 11.40Am				L 3.40Pm	L 9.30Pm	
Time Over Subdivision		.11	3.31	1.15	2.22	3.06	.10	4.45	1.20	.10	1.35	3.34	2.48	
Average Speed Per Hour		16.8	48.6	38.1	20.2	55.1	6.03	22.4	28.8	11.0	20.2	23.0	30.4	

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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS		FIRST CLASS				Distance from New Bedford	Time Table No. 75		Telegraph Calls
	Sidings	Other Tracks	413	403	449	401	319	199	3	27	9	1		Effective November 16, 1952	STATIONS	
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily Streamliner				
FS124	Yard	099	L 8.15Pm	L 12.50Pm	L 2.25Am	L 2.05Pm	L 5.18Pm	L 3.08Am	NEW ROCKFORD	KO						
FS131	140	23	8.30 ⁴⁴⁸	1.05 ²⁸	2.38	f 2.15 ⁴⁰²	5.26	3.15	MUNSTER	BN						
FS137	141	35	8.45	1.20	2.50	s 2.30	5.32	3.20	BREMEN	BN						
FS148	88	31	8.55	1.34	3.25	s 2.41	5.38	3.25 ⁴⁰¹	HAMBERG	MA						
FS149	141	31	9.05	1.43	3.37	s 2.53	5.44	3.30	HEIMDAL	HD						
FS155	141	33	9.18	1.53 ⁴⁰²	3.50	s 3.08	5.50	3.35	WELLSBURG	WX						
FS162	141	38	9.30	2.03	4.01	s 3.23	5.56	3.40	SELZ	Z						
FS169	W 108 E 88	25	9.45	2.15	4.15	s 3.40	6.04	3.46	CLIFTON	MR						
FS177	88	34	10.31	2.29	4.30	s 3.55	6.13	3.55	AYLMER	MR						
FS183	88	38	10.45	2.36	4.40	f 4.06	6.19	4.00	M. St. P. & S. M. Ry. Cr. NORFOLK							
FS187	183	34	10.55	2.42	4.46	s 4.21	6.23	4.03	GUTHRIE	GU						
FS193	41	41	11.04	2.50	4.56	s 4.36	6.28	4.08	RANGELEY	RA						
FS200	84	38	11.17	3.05	5.06	s 4.51	6.35	4.13	KARLSRUHE	RY						
FS205	144	28	11.27	3.21	5.16	s 5.06	6.41 ⁴⁴⁸	4.18	VERENDRYE	MO						
FS212	140	33	11.39	3.35	5.26	s 5.21	6.47	4.23	SIMCOE							
FS218	140	25	11.52	3.50	5.36	f 5.35 ⁴⁴⁸	6.53	4.28	GENOA	SR						
519	L	3.44Am	12.05Am	4.10	5.50	L 6.10Pm	s 5.50	L 8.04Pm	7.01	L 3.23Pm	4.36	101.58	SURREY (M. D. Jct.)			
528	218	3.54	12.15	4.20	5.59 ³²⁰	6.20	6.02	8.09	7.05	3.29	4.40	105.07	C. K. SWITCH			
826	Yard	2197	A 12.30Am	A 4.30Pm	A 6.10Am	A 6.30Pm	A 6.20Pm	A 8.15Pm	A 7.15Pm	A 3.35Pm	A 4.50Am	108.81	MINOT	AD		
			.26 16.6	4.15 25.6	8.37 30.0	3.48 29.0	.20 21.6	4.15 25.8	.11 39.4	1.57 55.7	.12 36.8	1.42 64.0				
													Time Over Subdivision Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 75

Effective November 16, 1952

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS	
		4	10	28	2	320	200		402	414	448		
		Streamliner	Streamliner	Streamliner	Streamliner	Streamliner	Streamliner	Streamliner	Streamliner	Streamliner	Streamliner		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday			
NEW ROCKFORD..... 0.80	108.81			A 1.32Pm	A 11.19Pm			A 10.20Am		A 2.55Pm		A 9.10Pm	IRDNFB KWXOY
MUNSTER..... 5.69	102.01			1.25 ⁴⁴⁹	11.10			f 10.01		2.40 ⁴⁰³		8.55 ⁴⁰³	P
BREMEN..... 6.11	96.32			1.20	11.05			s 9.48		2.30		8.45	DP
HAMBERG..... 6.41	90.21			1.14	11.00			s 9.30		2.18		8.35	DP
HEIMDAL..... 6.10	83.80			1.08	10.55			s 9.11		2.05		8.25	DNPW
WELLSBURG..... 6.32	77.70			1.02	10.50			s 8.53		1.53 ⁴⁴⁹		8.15	DP
SELZ..... 7.03	71.33			12.56	10.45			s 8.35		1.28		8.05	DP
CLIFTON..... 8.28	64.35			12.49	10.39			s 8.16		1.12		7.51	P
AYLMER..... 5.88	56.07			12.41	10.31 ⁴⁰³			s 8.00		12.57		7.35	DNPW
M. St. P. & S. S. M. Ry. Crossing NORFOLK.....	50.19			12.35	10.26			f 7.28		12.45		7.22	IP
GUTHRIE..... 5.98	46.32			12.31 ⁴⁰²	10.23			s 7.20		12.31 ²⁸		7.17	DP
RANGELEY..... 6.86	40.36			12.26	10.18			s 7.03		12.11Pm		7.07	P
KARLSRUHE..... 5.86	33.50			12.20	10.12			s 6.52		11.59		6.55	DP
VERENDRYE..... 6.42	27.64			12.14	10.07			s 6.35		11.48		6.41 ²⁷	DNPW
SIMCOE..... 6.41	21.22			12.08	10.01			s 6.18		11.37		6.16	DP
GENOA..... 7.53	14.81			12.02Pm	9.56			f 6.02 ⁴⁰¹		11.25		6.04 ¹⁹⁹	P
SURREY (M. D. Jct.) 4.39	7.28	A 10.35Am	A 1.45Pm	11.55	9.50			A 6.20Am	s 5.50	11.10	A 2.20Pm	5.50	RDNPJ
C. K. SWITCH..... 2.84	2.84	10.29 ⁴⁰²	1.35	11.51	9.45			6.10 ⁴⁰¹	5.35	10.50	2.10	5.30	PXI IRDNFW KXOBY
MINOT.....		L 10.25Am	L 1.30Pm	L 11.45Am	L 9.40Pm			L 6.00Am	L 5.30Am	L 10.40Am	L 2.00Pm	L 5.20Pm	
Time Over Subdivision		.10	.15	1.47	1.39			.20	4.50	4.15	.20	8.50	
Average Speed Per Hour		48.3	28.9	60.6	65.9			21.6	22.5	23.6	21.6	28.3	

AUTOMATIC SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS			Distance from Minot	Time Table No. 75		Telegraph Calls
	Sidings	Other Tracks	423	449	401	403	9	219	(178) 179	3	27	1		Effective November 16, 1952	STATIONS	
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Streamliner Daily				
526	Yard	2187	L 7.40 ²⁷ Pm	L 1.00Pm	L 8.40 ²²⁰ Am	L 2.01Am	L 4.10Pm	L 3.45Pm	L 8.25Pm	L 7.25 ⁴²³ Pm	L 4.55Am	4.31	M. St. P. & S. S. M. Ry. Crossing	AD		
			7.55	1.20	8.55	2.15	4.21	3.55	8.33	7.35	5.01	4.31	MINOT	} Dble. Track		
			7.57	1.23	8.57	2.17	4.22	3.56	8.34	7.36	5.02	4.94	W. L. SWITCH			
536		14	8.06	1.38	9.12	2.30	4.29	4.05	8.41	7.43	5.08	9.24	GASSMAN SWITCH	} Double Track		
538	60	16	8.16	1.58	9.27	2.40	4.37 ⁴⁰²	4.13	8.47	7.50	5.14	13.47	RALSTON			
544	80	27	8.25	2.12	9.51 ⁴	2.50	4.45	4.20 ⁴⁰²	8.54	7.56	5.19	17.59	DES LACS	} Double Track		
													LONE TREE			
549	E99 W141	179	8.34	2.25	10.05	3.01	5.01	4.30	9.06 ²	8.02	5.23	22.38	BERTHOLD	BD		
								A 4.35Pm				22.59	CROSBY LINE JCT.	}		
552	140		9.01 ²	2.35	10.15	3.10	5.09		9.12	8.08	5.28	27.01	ROACH			
558	150	15	9.18 ³	2.50	10.25 ¹⁰	3.20	5.17		9.13 ⁴²³	8.15	5.34	32.05	TAGUS	}		
565	215	16	9.35	3.10	10.47 ²⁸	3.33	5.28		9.25	8.23	5.41	38.87	BLAISDELL			
572	140	22	9.50	3.30 ⁴⁰²	11.10	3.45	5.40		9.33	8.40 ²	5.49	45.85	PALERMO	PA		
580	W260 E180	118	10.20 ⁴²⁴	3.50	11.30	4.10	6.01		L 6.45Am	9.43	8.51	53.70	GRENORA LINE JUNCTION	}		
587	Auto Signal	24	10.35	4.05	11.45	4.25	6.15		A 6.55Am	9.51	9.00	61.03	STANLEY			
592	140	10	10.43	4.15	11.55	4.35	6.23		9.56	9.05	6.11	65.89	ROSS	VR		
													MANITOU	}		
599	E104 W104	25	11.00	4.35	12.10Pm	4.50	6.36		10.05 ⁴²⁴	9.13	6.20	73.11	WHITE EARTH			
609	140	98	11.15	4.52	12.25	5.05	6.50		10.13	9.21	6.29 ⁴⁴⁸	80.97	TIOGA	G		
614	140	17	11.28	5.07	12.37	5.15	7.01		10.19	9.27 ⁴²⁴	6.35	86.50	TEMPLE	MP		
617	E112 W69	42	11.40	5.20	12.50 ²⁵⁰	5.27	7.14		10.26	9.33	6.42	92.74	RAY	RA		
625	150	28	11.51	5.35	1.02 ⁴⁰²	5.38 ⁴⁴⁸	7.23 ²		10.32	9.39	6.49	98.07	WHEELOCK	W		
631		26	12.01Am	5.44	1.12	5.48	7.35		10.38	9.45	6.56	103.24	EPPING	} DOUBLE TRACK		
633	96	17	12.10	5.53	1.22	5.58	7.47		10.44	9.51	7.03	109.06	SPRING BROOK			
641			12.19	6.02	1.32	6.07	7.59		10.50	9.57	7.10	114.64	AVOCA	}		
647	Yard	1774	A 12.45Am	A 6.20Pm	A 1.45Pm	A 6.20Am	A 8.20Pm		A 11.00Pm	A 10.10Pm	A 7.20Am	120.32	WILLISTON			
			5.05	5.20	5.05	4.19	4.10	.50	2.35	2.45	2.25		Time Over Subdivision			
			23.7	22.2	23.7	27.8	28.9	27.1	46.6	44.3	49.7		Average Speed Per Hour			

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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 75

Effective November 16, 1952

STATIONS	Distance from Williston	FIRST CLASS			SECOND CLASS			THIRD CLASS			SIGNS
		4	28	2 Streamliner	220	10	180 (177)	448	402	424	
		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	
MINOT M. St. P. & S. S. M. Ry. Crossing 4.31	120.32	A 10.20Am	A 11.35Am	A 9.35Pm	A 8.45Am ⁴⁰¹	A 12.01Pm	A 9.40Am	A 5.10Pm	A 12.55Am	IRDNPWY KOKB	
W. L. SWITCH 0.63	118.01	10.09	11.27	9.27	8.33	11.37	9.27	4.51	12.35	IP	
GASSMAN SWITCH 4.30	115.38	10.08	11.26	9.26	8.32	11.35	9.25	4.48	12.33	IP	
RALSTON 4.13	111.08	10.02	11.21 ¹⁰	9.21	f 8.24	f 11.25 ²⁸	9.16	4.39	12.24	P	
DES LACS 4.12	106.88	9.56 ⁴⁰¹	11.15	9.16	s 8.15	s 11.15	9.07	4.30 ⁹	12.15	IRDNPW	
LONE TREE 4.74	102.73	9.51	11.10	9.11	s 8.05	s 11.01	8.57	4.20 ²¹⁹	12.05Am	P	
BERTHOLD 0.26	97.99	9.46	11.05	9.06	s 7.55	s 10.50	8.50	4.10	11.57	IDNPBR X	
CROSBY-LINE JCT. 4.42	97.73				L 7.50Am					JPX	
ROACH 5.04	93.31	9.41	11.00	9.01		f 10.35 ⁴⁰¹	8.42	4.03	11.50	P	
TAGUS 6.12	88.27	9.35	10.54	8.55		s 10.25	8.34	3.55	11.43	DP	
BLAISDELL 6.98	81.45	9.28	10.47 ⁴⁰¹	8.48 ²⁷		s 10.05	8.23	3.45	11.30	DP	
PALERMO 4.58	74.47	9.20	10.39	8.40		s 9.48	8.10	3.30 ⁴⁴⁹	11.15	DP	
GRENORA LINE JUNCTION 1.41	68.03					A 7.35Pm				PJ	
STANLEY 7.32	66.62	s 9.11	s 10.30	8.32		L 7.30Pm	7.55	3.15	11.01 ⁴²³	DNPI WYXBR	
ROSS 4.58	59.29	8.59	10.19	8.24		s 9.10	7.20	2.50	10.35	IDP	
MANITOU 7.52	54.78	8.54	10.14	8.19		f 9.00	7.13	2.40	10.25	P	
WHITE EARTH 7.86	47.21	8.45 ¹⁰	10.05	8.10		s 8.45 ⁴	6.53	2.15	10.05 ³	DPW	
TIoga 5.53	39.35	8.37	9.56	8.01		s 8.23	6.29 ¹	2.01	9.42	DNP	
TEMPLE 6.24	33.82	8.31	9.50	7.55		s 8.10	6.05	1.45	9.27 ²⁷	P	
RAY 5.33	27.58	8.24	9.43	7.48		s 7.57	5.53	1.30	8.55	DPW	
WHELOCK 5.17	22.25	8.17	9.37	7.41		s 7.40	5.44 ⁴⁰³	1.20 ⁴⁰¹	8.45	RDNPI	
EPPING 5.82	17.08	8.09	9.29	7.33		s 7.27	5.26	1.01	8.25	DP	
SPRING BROOK 5.58	11.26	8.01	9.21	7.25		s 7.15	5.08	12.40	8.08	P	
AVOCA 5.88	8.88	7.53	9.13	7.17		f 7.01	4.50	12.20	7.50	P	
WILLISTON		L 7.45Am	L 9.05Am	L 7.10Pm		L 6.45Am	L 4.30Am	L 12.01Pm	L 7.30Pm	RDNPWY KOKB	
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 for points Minot and East.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			Distance from Wahpeton Jct.	Time Table No. 75 Effective November 16, 1952	STATIONS	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS	
	Sidings	Other Tracks	401	403	449	(200) 175	199	341							(199) 176	200	342	448	402
			Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
R 8	142	32	L 8.25Pm	L 2.25Pm	L 6.50Am			L 5.13Am	6.00	Wahpeton Jct.	78.21	JIX			A 10.44Pm	A 2.57Am	A 9.47Pm		
R14	70	22	8.40	2.38	7.03			s 5.26	6.00	Dwight	72.21	DP			s 10.30	2.30	9.35		
R18	18		8.52	2.50	7.15			s 5.40	12.61	Galchutt	68.60	DP			r 10.16	2.16	9.22		
R21	142	20	⁴⁰² 9.05	3.02	7.27			s 5.55	19.20	Pitcairn	62.21	P			r 10.08				
R28	70	34	³⁴² 9.16	3.13	7.38			s 6.11	25.39	Colfax	59.01	DP			s 10.00	2.02	⁴⁰¹ 9.05		
R36	142	71	³⁴² 9.29	3.26	7.51			s 6.35	33.23	Walcott	52.22	DP			s 9.45	1.50	8.51		
R41	70	32	9.39	3.35	8.01			s 6.43	38.30	Kindred	44.22	DPW			s ⁴⁰¹ 9.29	1.38	8.37		
R44		32						s 6.50	42.26	Davenport	39.91	IDP			s 9.05	1.25	8.25		
R48	100	87	9.53	3.52	8.15			s 6.59	46.07	N. P. Ry. Crossing	38.00	P			s 8.53				
R53		17						f 7.05	50.96	Chaffee Line Jct.	35.61	PJ			s 8.45	1.10	8.07		
R56	134	236	10.08	²⁰⁰ 4.35	8.55	L 4.45Pm	L 8.20Am	s 7.15	53.90	Durbin	31.14	DP			f 8.36				
T 1	60	19	A 10.10Pm	A 4.36Pm	A 8.57Am	A 4.46Pm	8.22	A 7.20Am	54.29	Everest	27.25	IDN							
T 7	107	26						s 8.45	64.68	Casselton Tower	24.47	PWX							
FS41	128						A 9.25Am		78.21	Casselton	24.26	XP			¹⁹⁹ A 8.12Am	⁴⁰³⁻¹⁷⁵ A 4.35Pm	s 8.30	12.55	7.50
										Casselton Jct.	23.92	XYJP			L 8.10Am	4.30	L 8.25Pm	12.50	7.45
										Absaraka	18.53	DP			s 4.10			12.31	7.25
										Avr	7.50	DP			s 3.55			12.20	7.15
										Nolan		W						L 12.05Am	L 7.01Pm
			1.45 31.3	2.11 24.9	2.07 25.6	.01 19.8	1.05 22.3	2.07 25.6		Time Over Subdivision Average Speed Per Hour					.02 9.9	1.00 24.2	2.19 23.6	3.52 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		SECOND CLASS 219	Distance from Berthold	Time Table No. 75 Effective November 16, 1952	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS 220	Daily Ex. Sunday	
	Sidings	Other Trains									Daily Ex. Sunday
STATIONS											
649			L 4.35pm		.....CROSBY LINE JCT.....		88.77	PJX	A 7.50Am	
VB 7	21		s 4.50	6.97	.....^{6.97} HARTLAND.....	HN	81.80	D	s 7.31	
VB13	30	20	s 5.05	13.27	.....^{5.80} AURELIA.....	AU	75.50	D	s 7.06	
VB21	35		s 5.20	20.54	.....^{7.27} COULEE.....	C	68.23	D	s 6.47	
VB38	35		s 5.35	27.58	.....^{7.02} KENASTON.....	K	61.21	D	s 6.30	
VB34	30	30	s 5.50	34.18	.....^{6.02} NIOSK.....	NB	54.59	RDY	s 6.10	
				34.46	.....^{0.28} NORTHGATE LINE JCT.....		54.31	J		
VB41	32	29	s 6.05	40.90	.....^{6.44} COTEAU.....	CA	47.87	D	s 5.53	
VB48	32		s 6.20	47.87	.....^{6.07} WOBBURN.....	WB	41.20	D	s 5.38	
VB55	32	30	s 6.40	55.10	.....^{7.52} LIGNITE.....	NG	33.67	DW	s 5.20	
VB63	32		f 6.55	63.13	.....^{8.03} STAMPEDE.....		25.64		s 5.01	
VB66	16		s 7.35	65.17	.....^{2.04} KINCAID.....	KC	23.60	DYX	s 4.55	
VB69	32		s 7.47	68.63	.....^{3.46} LARSON.....	RN	20.14	D	s 4.30	
VB72	16			71.33	.....^{3.7} STRANGE SIDING.....					
VB76	32		s 8.30	75.55	.....^{4.22} NOONAN.....	NX	18.22	DYX	s 4.12	
VB81	32		f 8.40	81.21	.....^{5.68} PAULSON.....		7.56		f 3.47	
VB84	10		f 8.47	84.47	.....^{3.26} JUNO.....		4.80		f 3.40	
VB89	93		A 9.00pm	88.77	.....^{4.30} CROSBY.....	CY		BRDYX	L 3.30Am	
			4.25 20.1		Time Over Subdivision Average Speed Per Hour				4.20 20.5		

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 13.

WESTWARD				SIXTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		Distance from Northgate Line Jct.	Time Table No. 75 Effective November 16, 1952	Telegraph Calls	Distance from Boundary Line	SIGNS	Daily Ex. Sunday	Daily Ex. Sunday		
	Sidings	Other Trains								Daily Ex. Sunday	
STATIONS											
					.....NORTHGATE LINE JCT.....		21.46	YJ		
VE 8	20		6.86		.....^{6.86} M. St. P. & S. S. M. Ry. Crossing.....		14.60	I		
VE15	24		8.01		.....^{1.15} BOWBELLS.....	BE	13.45	D		
VE21	104		14.77		.....^{6.78} PERELLA.....		6.69			
			21.01		.....^{6.24} NORTHGATE.....	NO	0.45	RDY		
			21.46		.....^{0.45} 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 13.

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		Maximum Speed MPH	
	Between Mile Posts		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 neces-

sary; 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 Jet	West siding switch.
Nolan	Junction switch First to Fourth Sub-division.

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.

3. 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 circuits. 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.

- 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.

- 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.

- 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.

- Gas-Electric engines must not be fueled while occupied by passengers or coupled to cars occupied by passengers.
- 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 way-bills 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 ENGINE-MEN 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.

CMSP&P. RR. Crossing 1.85 miles east of Lurgan	60 MPH	35 MPH
Between Home Signals of Interlockings at: Nolan, for movements from Fourth to First Subdivision, and between Fourth Subdivision and Dakota Division, (Page)	20 MPH	
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.
Casselton Line east 1 long.
Nolan,
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
Yance 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

Stanley, No. 1 and No. 2 passing depot	20 MPH
	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

Wheelock	MStP&SSM. RR. crossing
	end of double track
16. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**

Des Lacs

Berthold	end of double track
	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:

Wahpeton Jct. eastward	20 MPH
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

Casselton Tower	N. P. Ry. crossing
Nolan	N. P. Ry. crossing
	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.

SPEED TABLE

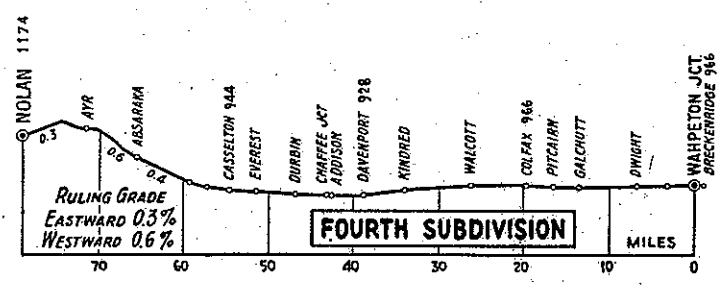
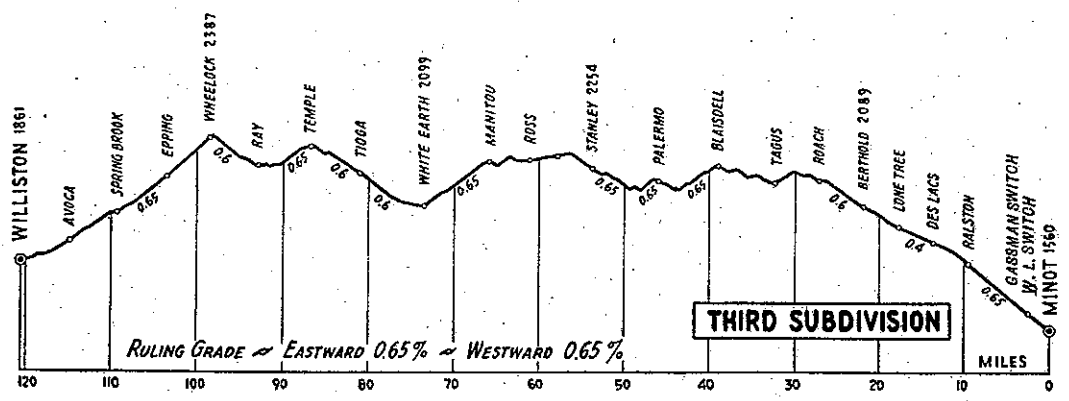
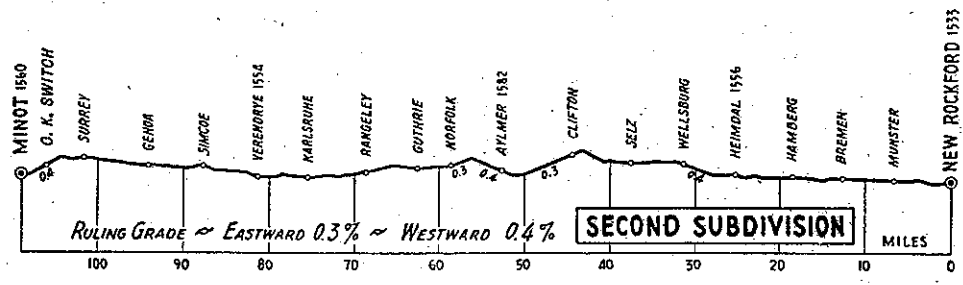
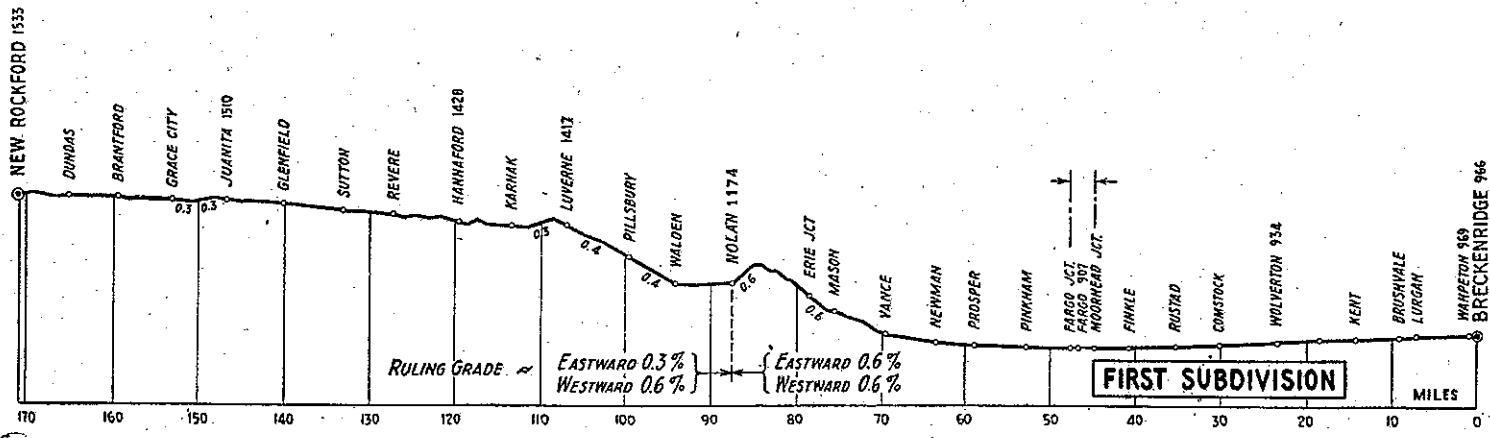
WATCH INSPECTORS

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.	

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