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. V. G. Borland .....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. R. P. Froeschle .....Tioga, N. D.
*Dr. Robert Goodman .....Powers Lake, N. D.
*Dr. C. O. McPhail .....Crosby, N. D.
*Dr. J. P. Craven .....Williston, N. D.
Dr. Edward J. Hagan .....Williston, N. D.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. Archibald D. McCannel .....Minot, N. D.
Dr. H. O. Ruud .....Grand Forks, N. D.

J. J. FINNESSEY, Chief Dispatcher.
R. E. STROM, Trainmaster.
F. W. LANE, Trainmaster.
D. L. LAMBERT, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 78

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, January 2, 1955

R. W. DOWNING, Superintendent.
C. O. HOOKER, General Manager.
A.W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD — FIRST SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 403 Daily	THIRD CLASS 343 Mon., Wed., Thurs., Sat.	THIRD CLASS 401 Daily	THIRD CLASS 449 Daily	SECOND CLASS (332) 327 Daily Ex. Sun.	SECOND CLASS 199 Daily Ex. Sun.	SECOND CLASS 311 Daily Ex. Sun.	SECOND CLASS 341 Daily Ex. Sun.	FIRST CLASS 11 Daily	FIRST CLASS 27 Daily	FIRST CLASS 3 Daily	FIRST CLASS 9 Daily Ex. Sunday	FIRST CLASS 99 Sunday only	FIRST CLASS 1 Daily	Distance from Breckenridge	Time Table No. 78 Effective January 2, 1955 STATIONS	Telegraph Calls
A214	Yard	1145	L 342 8.30Pm		L 2.15Pm	L 6.40Am				L 7.30Am		L 1.55Pm		L 4.35Am		L 10 12.05Am		BRECKENRIDGE★	BR
R1		108								s 7.35		s 1.57		s 4.40			0.99	0.99 WAHPETON	WH
																	1.19	0.20 MILW. CROSSING	
			A 8.40Pm		A 2.25Pm	A 6.50Am				A 7.38Am		1.59		4.43		12.09	1.84	0.65 WAHPETON JCT.	
																	5.40	3.56 MILW. CROSSING	
P7		35										2.05		4.49		12.16	7.25	1.85 LURGAN	
P9		19												f 4.52			9.20	1.95 BRUSHVALE	
P14	80	43										2.12		f 5.02		12.24	14.23	5.03 KENT	KN
P23	89	49										2.20		f 5.16		12.35	23.24	9.01 WOLVERTON	WO
P29		75										2.27		f 5.26		12.43	30.07	6.83 COMSTOCK	M
P35		36										2.32		f 5.36		12.50	36.23	5.16 RUSTAD	J
P40		35										2.37		5.43		12.57	40.75	5.52 FINKLE	
	120	84									L 10.20Pm	2.41	L 1.37Pm	5.50		1.02	44.79	4.04 MOORHEAD JCT.	MJ
																	44.93	0.13 N.P.Ry. CROSSING	
241	55	263					L 8.01Pm				s 10.23	s 2.43	s 1.39	s 5.55		1.04	45.61	0.69 MOORHEAD	MH
242	Yard	1310		L 5.30Pm			A 8.10Pm	L 6.45Am	L 7.00Am		A 10 10.26 L 10.29	A 2.45 L 3.00	A 1.43 L 1.55	A 5.58 L 6.20	L 6.00Am	A 2 1.07 L 1.15	46.66	1.05 FARGO	FO
242				5.45				6.55	7.05		A 10.31Pm	3.03	A 1.59Pm	A 6.23Am	A 6.03Am	1.17	47.70	1.04 FARGO JCT.	F
FS6	68	14		312 5.55				f 7.05	f 7.15			3.09				1.22	52.91	5.21 PINKHAM	
FS12	69	23		6.07				f 7.18	s 7.28			3.15				1.28	59.03	6.17 PROSPER	RO
FS17		34		200 A 6.22					f 7.35								63.32	4.24 NEWMAN	
FS23	69		L 10.39Pm	L 6.55	L 5.01Pm	L 9.26Am		A 7.40Am	s 7.45			28 3.25				1.38	69.55	6.23 VANCE	
FS29	69	32	10.49	7.08	5.12	9.36			f 7.57			3.32				1.44	75.57	6.02 MASON	
S15			10.55	A 7.15Pm	5.18	9.42			8.02			3.35				1.47	76.60	3.03 ERIE JCT.	
FS41	128		11.15		5.34	10.02		Ls 9.30Am	A 8.15Am			3.44				1.54	87.41	8.81 NOLAN★	W
FS47	79	28	11.27		5.44	10.12		s 9.45				3.50				2.00	94.10	6.69 WALDEN	
FS53	142	23	448 11.42		5.57	10.25		s 10.10				200 3.56				2.05	99.46	5.36 PILLSBURY	BX
FS60	128	34	3 12.16Am		402 6.25	10.42		s 10.30				4.04				2.11	106.85	7.39 LOVERNE	NE
FS67	79	34	12.30		6.37	10.52		s 10.45				4.12				2.18	113.21	6.36 KARNAK	NA
FS73	133	26	12.42		6.50	199 11.05		449 s 11.05				4.19				2.23	119.60	6.39 N.P.Ry. CROSSING HANNAFORD★	HO
FS80		33	12.55		7.03	11.18		s 11.25				4.27				2.30	127.02	7.42 REVERE	
FS86	139	33	1.05		7.12	11.27		s 11.45				4.33				2.35	133.00	5.98 SUTTON	SU
FS93		52	1.16		7.23	11.38		s 12.05Pm				4.41				2.41	139.97	6.97 GLENFIELD	GD
FS100	143	33	1.26		7.34	11.49		s 12.17				402 4.48				2.46	145.53	6.56 JUANITA★	JA
FS106		41	1.36		7.44	11.59		s 12.30				4.54				2.51	152.97	6.44 GRACE CITY	G
FS113	146	38	1.46		7.54	12.11Pm		s 12.42				5.00				2.56	159.86	6.39 BRANTFORD	BF
FS118	140	32	1.55		8.04	12.21		200 f 12.55				5.06				3.01	165.11	5.75 DUNDAS	
FS124	Yard	999	A 2.05Am		A 8.15Pm	A 200 12.35Pm		A 1.05Pm				A 5.11Pm				A 3.06Am	170.95	5.84 N.P.Ry. CROSSING NEW ROCKFORD★	KO
			1.14	1.45	3.24	3.19	0.09	4.30	1.15	.08	.11	3.16	.22	1.48	.03	3.01		Time Over Subdivision	
			25.9	18.2	30.5	31.1	7.00	27.3	32.5	13.8	15.8	52.3	7.9	24.6	20.8	56.1		Av. Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

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 lend switch Breckenridge.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 78
Effective January 2, 1955

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance From New Rockford	FIRST CLASS 100 Monday only	12 Daily	28 Daily	4 Daily	10 Daily Ex. Sun.	2 Daily	SECOND CLASS (331) 328 Daily Ex. Sun.	200 Daily Ex. Sun.	312 Daily Ex. Sun.	342 Daily Ex. Sun.	THIRD CLASS 344 Mon., Wed., Thurs., Sat.	402 Daily	448 Daily	SIGNS
..BRECKENRIDGE★	170.95			A 5.06Pm		A 1 11.55Pm	A 2.22Am				A 403 8.30Pm		A 10.00Pm	A 3.10Am	RDNXW KOYIB
0.99 .....WAHPETON.....	169.96			s 5.04		s 11.50					s 8.23				PXD
0.20 ..MILW. CROSSING..	169.76														M
0.65 ..WAHPETON JCT...	169.11			5.02		11.43	2.18				L 8.20Pm		L 9.47Pm	L 2.57Am	PJXI
3.56 ..MILW. CROSSING..	165.55														I
1.85 .....LURGAN.....	163.70			4.56		11.36	2.11								P
1.95 ....BRUSHVALE....	161.75					f 11.32									
5.03 .....KENT.....	156.72			4.48		f 11.25	2.03								DP
9.01 ....WOLVERTON....	147.71			4.38		f 11.12	1.52								DP
6.83 ...COMSTOCK.....	140.88			4.31		f 11.02	1.44								DP
5.16 .....RUSTAD.....	135.72			4.25		f 10.55	1.37								DP
5.52 .....FINKLE.....	130.20			4.19		10.48	1.30								P
4.04 ..MOORHEAD JCT..	126.16		A 9.10Am	4.13	A 4.46Pm	10.42	1.25								IDNP XJ
0.13 .N. P. RY. CROSSING.	126.03														I
0.69 ....MOORHEAD.....	125.34		s 9.09	s 4.11	s 4.44	s 10.40	1.23	A 7.10Am							DNPXR
1.05 .....FARGO.....	124.29	A 12.30Am	L 9.04 A 9.01	L 4.08 A 3.53	L 4.40 A 4.28	L 1 10.30 A 10.09	L 1.20 A 1.15	L 7.00Am	A 7.05Pm	A 6.15Pm		A 12.35Am			WXBDN IKR
1.04 ....FARGO JCT.....	123.25	L 12.25Am	L 8.59Am	3.50	L 4.25Pm	L 10.06Pm	1.12		6.58	6.10		12.30			BDNJK ORWXY
5.21 .....PINKHAM.....	118.04			3.44			1.07		f 6.50	f 343 5.55		12.15			P
6.17 .....PROSPER.....	111.87			3.38			1.01		f 6.40	s 5.44		12.05Am			DP
4.24 .....NEWMAN.....	107.63									f 5.35					
6.23 .....VANCE.....	101.40			27 3.25			12.51		L 343 6.22Pm	s 5.25		11.45			YPJI
6.02 .....MASON.....	95.38			3.14			12.45			f 5.14		11.31			WP
3.03 .....ERIE JCT.....	92.35			3.11			12.42			5.08		L 11.25Pm			PJ
8.81 .....NOLAN★.....	83.54			3.02			12.33		As4.25Pm	L 4.50Pm			A 7.01Pm	A 12.05Am	PIDNWJ
6.69 ....WALDEN.....	76.85			2.56			12.27		s 4.10				6.50	11.52	P
5.36 .....PILLSBURY.....	71.49			2.51			12.22		s 27 3.56				6.40	403 11.42	DP
7.39 .....LUVERNE.....	64.10			2.44			403 12.16		s 3.30				401 6.25	11.31	DP
6.36 .....KARNAK.....	57.74			2.36			12.09		s 3.15				6.10	11.20	DP
6.39 .N. P. RY. CROSSING. ....HANNAFORD..★	51.35		s 2.30				12.04Am		s 3.01				5.50	11.01	IDNPW
7.42 .....REVERE.....	43.93			2.21			11.57		s 2.40				5.30	10.47	P
5.98 .....SUTTON.....	37.95			2.15			11.52		s 2.25				5.20	10.39	DP
6.97 .....GLENFIELD.....	30.98			200 2.08			11.46		s 28 2.08				5.05	10.28	DP
6.56 .....JUANITA..★..	24.42			2.01			11.40		s 1.50				27 4.48	10.17	DP
6.44 ....GRACE CITY....	17.98			1.54			11.35		s 1.30				4.25	10.06	DP
6.39 ....BRANTFORD....	11.59			1.48			11.30		s 1.12				4.10	9.55	DP
5.75 .....DUNDAS.....	5.84			1.42			11.25		199 r12.55				3.55	9.45	P
5.84 .N. P. RY. CROSSING. ..NEW ROCKFORD★			L 1.37Pm				L 11.19Pm		L 449 12.40Pm				L 3.40Pm	L 9.30Pm	RDNPK B IWXOY
Time Over Subdivision		.05	.11	3.29	.21	1.49	3.03	.10	4.28	1.25	.10	1.10	3.34	2.48	
Average Speed Per Hour		1.2	15.8	49.0	8.3	26.2	56.1	6.03	21.8	23.6	11.0	24.6	23.0	30.4	

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 — SECOND SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 413 Daily	THIRD CLASS 401 Daily	THIRD CLASS 449 Daily	THIRD CLASS 403 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 Ex. Sunday	FIRST CLASS 99 Sunday Only	FIRST CLASS 1 Daily	Distance from New Rockford	Time Table No. 78 Effective January 2, 1955 — STATIONS	Telegraph Calls
FS124	Yard	999	.....	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	1.05	2.38	.....	f 2.15	.....	5.26	.....	.....	3.15	6.80	6.80 MUNSTER	.....
FS137	141	35	.....	448 8.45	28 1.20	2.50	.....	s 2.30	.....	5.32	.....	.....	3.20	12.49	5.69 BREMEN	BN
FS143	88	31	.....	8.55	1.34	1 3.25	.....	s 2.41	.....	5.38	.....	.....	403 3.25	18.60	6.11 HAMBERG	MA
FS149	141	31	.....	9.05	1.43	3.37	.....	s 2.53	.....	5.44	.....	.....	3.30	25.01	6.41 HEIMDAL ★	HD
FS155	141	33	.....	9.18	402 1.53	3.50	.....	s 3.08	.....	5.50	.....	.....	3.35	31.11	6.10 WELLSBURG	WX
FS162	141	33	.....	9.30	2.03	4.01	.....	s 3.23	.....	5.56	.....	.....	3.40	37.43	6.32 SELZ	Z
FS169	.....	25	.....	9.45	2.15	4.15	.....	s 3.40	.....	6.04	.....	.....	3.46	44.46	7.03 CLIFTON	.....
FS177	W 103 E 88	34	.....	2 10.31	2.29	4.30	.....	s 3.55	.....	6.13	.....	.....	3.55	52.74	8.28 AYLMER ★	MR
FS183	.....	38	.....	10.45	2.36	4.40	.....	f 4.06	.....	6.19	.....	.....	4.00	58.62	5.88 M.St.P.&S.S.M.Ry.Cr. NORFOLK	
FS187	153	34	.....	10.55	2.42	4.46	.....	s 4.21	.....	6.23	.....	.....	4.03	62.49	3.87 GUTHRIE	GU
FS193	.....	41	.....	11.04	2.50	4.56	.....	s 4.36	.....	6.28	.....	.....	4.08	68.45	5.96 RANGELEY	.....
FS200	84	33	.....	11.17	3.05	5.06	.....	s 4.51	.....	6.35	.....	.....	4.13	75.31	6.86 KARLSRUHE	RA
FS205	144	28	.....	11.27	3.21	5.16	.....	s 5.06	.....	448 6.41	.....	.....	4.18	81.17	5.86 VERENDRYE ★	RY
FS212	140	33	.....	11.39	3.35	5.26	.....	s 5.21	.....	6.47	.....	.....	4.23	87.59	6.42 SIMCOE	SC
FS218	140	25	———	11.52	3.50	5.36	———	f 5.35	———	6.53	———	———	4.28	94.00	6.41 GENOA	.....
519	.....	.....	L 3.44Am	12.05Am	4.10	5.50	L 6.10Pm	448 s 5.50	L 7.59Pm	7.01	L 3.23Pm	L 2.58Pm	4.36	101.58	7.58 SURREY (M. D. Jct.)	SR
523	.....	213	3.54	12.15	4.20	5.59	6.20	6.02	8.04	7.05	3.29	3.05	4.40	105.97	4.39 C. K. SWITCH	.....
526	Yard	2197	A 4.10Am	A 12.30Am	A 4.30Pm	320 A 6.10Am	A 6.30Pm	A 6.20Pm	A 8.08Pm	A 7.10Pm	A 3.35Pm	A 3.15Pm	A 4.45Am	108.81	2.84 MINOT ★	AD
			.26 16.6	4.15 25.6	3.37 30.0	3.45 29.0	.20 21.6	4.15 25.8	.9 48.2	1.52 58 4	.12 36.3	.17 31.5	1.37 67 5		Time Over Subdivision, Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 78
Effective January 2, 1955

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Minot	FIRST CLASS 4 Daily	FIRST CLASS 10 Daily Ex. Sun.	FIRST CLASS 100 Sunday only	FIRST CLASS 28 Daily	FIRST CLASS 2 Daily	SECOND CLASS 320 Daily Ex. Sunday	SECOND CLASS 200 Daily Ex. Sunday		THIRD CLASS 402 Daily	THIRD CLASS 414 Daily	THIRD CLASS 448 Daily	SIGNS
NEW ROCKFORD ★	108.81				A 1.32Pm	A 11.17Pm		A 11.20Am		A 2.55Pm		A 9.10Pm	IRDNPB KWXOY
6.80 MUNSTER	102.01				1.25	11.10		f 11.01		2.40		8.55	P
5.69 BREMEN	96.32				449 1.20	11.05		s 10.48		199 2.30		401 8.45	DP
6.11 HAMBERG	90.21				1.14	11.00		s 10.30		2.18		8.35	DP
6.41 HEIMDAL ★	83.80				1.08	10.55		s 10.11		2.05		8.25	DNPW
6.10 WELLSBURG	77.70				1.02	10.50		s 9.53		449 1.53		8.15	DP
6.32 SELZ	71.38				12.56	10.45		s 9.35		1.28		8.05	DP
7.03 CLIFTON	64.35				12.49	10.39		s 9.16		1.12		7.51	P
8.28 AYLMER ★	56.07				12.41	401 10.31		s 9.00		12.57		7.35	DNPW
5.88 M. St. P. & S. S. M. Ry. Crossing NORFOLK	50.19				12.35	10.26		f 8.28		12.45		7.22	IP
3.87 GUTHRIE	46.32				402 12.31	10.23		s 8.20		28 12.31		7.17	DP
5.96 RANGELEY	40.36				12.26	10.18		s 8.03		12.11Pm		7.07	P
6.86 KARLSRUHE	33.50				12.20	10.12		s 7.52		11.59		6.55	DP
5.86 VERENDRYE ★	27.64				12.14	10.07		s 7.35		11.48		27 6.41	DNPW
6.42 SIMCOE	21.22				12.08	10.01		s 7.18		11.37		6.16	DP
6.41 GENOA	14.81				12.02Pm	9.56		f 7.02		11.25		6.04	P
7.58 SURREY (M. D. Jct.) DOUBLE TRACK	7.23	A 10.40Am	A 1.45Pm	A 4.15Pm	11.55	9.50	A 6.20Am	s 6.50		11.10	A 11.20Am	199 5.50	RDNPIJ
4.39 C. K. SWITCH	2.84	10.34	1.35	4.05	11.51	9.45	6.10	6.35		10.50	11.10	5.30	PXI
2.84 MINOT ★	.....	L 402 10.30Am	L 1.30Pm	L 4.00Pm	L 11.45Am	L 9.40Pm	L 403 6.00Am	L 6.30Am		L 4 10.40Am	L 11.00Am	L 5.20Pm	IRDNPW KOXBY
Time Over Subdivision		.10	.15	.15	1.47	1.37	.20	4.50		4.15	.20	8.50	
Average Speed Per Hour		43.3	28.9	28.9	60.6	67.5	21.6	22.5		25.6	21.6	28.3	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 78

Effective January 2, 1955

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	THIRD CLASS 423 Daily	449 Daily	403 Daily	401 Daily	SECOND CLASS 345 Daily Ex. Sun.	219 Daily Ex. Sun.	(178) 179 Daily Ex. Mon.	FIRST CLASS 3 Daily	27 Daily	1 Daily	Distance from Minot	STATIONS	Telegraph Calls
526	Yard	2197	L 27 7.40Pm	L 1.00Pm	L 8.40Am	L 2.01Am	L 4.10Pm	L 5.15Am	.....	L 8.25Pm	L 423 7.25Pm	L 4.55Am	.....	MINOT ★ (Dble. Track)	AD
.....	.....	.....	7.55	1.20	8.55	2.15	4.21	5.25	.....	8.33	7.35	5.01	4.81	M. St. P. & S. S. M. Ry. Crossing 4.31 W. L. SWITCH	.....
.....	.....	.....	7.57	1.23	8.57	2.17	4.22	5.26	.....	8.34	7.36	5.02	4.94	0.63 GASSMAN SWITCH	.....
536	.....	14	8.06	1.38	9.12	2.30	f 4.29	5.35	.....	8.41	7.43	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 5.43	.....	8.47	7.50	5.14	13.47	4.13 DES LACS (Double Track)	DE
544	80	27	8.25	2.12	4 9.57	2.50	s 4.45	s 5.50	.....	8.54	7.56	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 6.00	.....	2 9.06	8.02	5.23	22.33	4.74 BERTHOLD ★	BD
.....	.....	.....	.....	.....	.....	.....	.....	A 6.05Am	.....	.....	.....	.....	22.59	0.26 CROSBY LINE JCT.	.....
552	140	.....	2 9.01	2.35	346 10.15	3.10	f 5.09	.....	.....	9.12	8.08	5.28	27.01	4.42 ROACH	.....
558	150	15	3 9.18	2.50	10.25	3.20	s 5.17	.....	.....	423 9.18	8.15	5.34	32.05	5.04 TAGUS	.....
565	215	16	9.35	3.10	28 10.46	3.33	s 5.28	.....	.....	9.25	8.23	5.41	38.87	6.82 BLAISDELL	BL
572	140	22	9.50	402 3.30	11.10	3.45	s 5.40	.....	.....	9.33	2 8.40	5.49	45.85	6.98 PALERMO	PA
.....	.....	.....	.....	.....	.....	.....	.....	.....	L 6.45Am	.....	.....	.....	52.29	6.44 GRENORA LINE JUNCTION	.....
580	W260 E130	118	10.20	3.50	11.30	4.10	s 6.01	.....	A 6.55Am	s 9.43	8.51	5.58	58.70	1.41 STANLEY ★	SY
587	Auto. Blk. Sigs. 24		424 10.35	4.05	11.45	4.25	s 6.15	.....	———	9.51	9.00	6.06	61.08	7.33 ROSS	VR
592	140	10	10.43	4.15	11.55	4.35	f 6.23	.....	.....	9.56	9.05	6.11	65.59	4.56 MANITOU	.....
599	E104 W104	25	11.00	4.35	12.10Pm	4.50	s 6.36	.....	.....	424 10.05	9.13	6.20	73.11	7.52 WHITE EARTH	WH
609	118	428	11.15	4.52	12.25	5.05	s 6.50	.....	.....	10.13	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	.....	.....	10.19	424 9.27	6.35	86.50	5.53 TEMPLE	MP
617	E110 W138	42	11.40	5.20	12.50	5.27	s 7.14	.....	.....	10.26	9.33	6.42	92.74	6.24 RAY	RA
625	150	28	11.51	5.35	402 1.02	448 5.38	s 2 7.23	.....	.....	10.32	9.39	6.48	98.07	5.33 WHEELOCK ★ (DOUBLE TRACK)	W
631	.....	26	12.01Am	5.44	1.12	5.48	s 7.35	.....	.....	10.38	9.45	6.54	103.24	5.17 EPPING	PG
638	96	17	12.10	5.53	1.22	5.58	s 7.47	.....	.....	10.44	9.51	7.01	109.06	5.82 SPRING BROOK	.....
641	.....	.....	12.19	6.02	1.32	6.07	f 7.59	.....	.....	10.50	9.57	7.08	114.64	5.58 AVOCA	.....
647	Yard	1984	A 12.45Am	A 6.20Pm	A 1.45Pm	A 6.20Am	A 8.20Pm	.....	.....	A 10.56Pm	A 10.03Pm	A 7.15Am	120.32	5.68 WILLISTON ★	W
			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	2.31 48.7	2.38 45.7	2.20 51.2		Time Over Subdivision / Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

No. 3 will stop at Tioga on flag to discharge revenue passengers from Fargo and east and to receive revenue passengers for Havre and west where No. 3 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 78
Effective January 2, 1955

STATIONS	Distance from Williston	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 2 Daily	SECOND CLASS 220 Daily Ex. Sun.	SECOND CLASS 346 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 11.30Am	A 9.32Pm	A 4.45Pm	A 11.20Am		A 9.40Am	A 5.10Pm	A 12.55Am	IRDNPWY KOXB
4.31 M. St. P. & S. S. M. Ry. Crossing (Dble. Track)											
W. L. SWITCH	116.01	10.14	11.24	9.27	4.31	11.10		9.27	4.51	12.35	IP
0.63 GASSMAN SWITCH	115.38	10.13	11.23	9 26	4.30	11.07		9.25	4.48	12.33	IP
4.30 RALSTON (Double Track)	111.08	10.07	11.18	9.21	f 4.22	f 10.59		9.16	4.39	12.24	P
4.13 DES LACS	106.85	10.02	11.13	9.16	s 4.13	s 10.50		9.07	345 4.30	12.15	IRDNPW
4.12 LONE TREE	102.73	403 9.57	11.08	9.11	s 4.02	s 10.40		8.57	4.20	12.05Am	P
4.74 BERTHOLD ★	97.99	9.52	11.04	3 9.06	s 3.50	s 10.30		8.50	4.10	11.57	IDNPBR X
0.26 CROSBY-LINE JCT.	97.73				L 3.45Pm						JPX
4.42 ROACH	93.31	9.47	10.59	423 9.01		f 403 10.15		8.42	4.03	11.50	P
5.04 TAGUS	88.27	9.41	10.53	8.55		s 10.02		8.34	3.55	11.43	DP
6.82 BLAISDELL	81.45	9.34	403 10.46	8.48		s 9.50		8.23	3.45	11.30	DP
6.98 PALERMO	74.47	9.26	10.38	27 8.40		s 9.37		8.10	449 3.30	11.15	DP
6.44 GRENORA LINE JUNCTION	68.03						A 7.35Pm				PJ
1.41 STANLEY ★	66.62	s 346 9.17	s 10.30	8.32		s 4 9.20	L 7.30Pm	7.55	3.15	11.01	DNPI WYXBR
7.33 ROSS	59.29	9.05	10.19	8.24		s 8.35		7.20	2.50	423 10.35	IDP
4.56 MANITOU	54.73	9.00	10.14	8.19		f 8.25		7.13	2.40	10.25	P
7.52 WHITE EARTH	47.21	8.51	10.05	8.10		s 8.15		6.53	2.15	3 10.05	DPW
7.86 TIOGA ★	39.35	8.42	9.56	8.01		s 8.03		1 6.29	2.01	9.42	DNP
5.58 TEMPLE	33.82	8.36	9.50	7.55		s 7.50		6.05	1.45	27 9.27	DP
6.24 RAY	27.58	8.29	9.43	7.48		s 7.40		5.53	1.30	8.55	DPW
5.33 WHEELOCK ★	22.25	8.22	9.37	345 7.41		s 7.27		401 5.44	403 1.20	8.45	RDNPI
5.17 EPPING (DOUBLE TRACK)	17.08	8.14	9.29	7.33		s 7.15		5.26	1.01	8.25	DP
5.82 SPRING BROOK	11.26	8.06	9.21	7.25		s 7.05		5.08	12.40	8.08	P
5.58 AVOCA	5.68	7.58	9.13	7.17		f 6.55		4.50	12.20	7.50	P
5.68 WILLISTON ★		L 7.50Am	L 9.05Am	L 7.10Pm		L 6.45Am		L 4.30Am	L 12.01Pm	L 7.30Pm	RDNPWY KOXB
Time Over Subdivision		2.30	2.25	2.22	1.00	4.35	.05	5.10	5.09	5.25	
Average Speed Per Hour		48.1	49.8	50.8	22.6	26.2	16.8	23.3	23.3	22.2	

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

No. 28 will stop at Ray on flag to pick up revenue passengers for points Minot and east.
No. 4 will stop at Tioga on flag to discharge revenue passengers from Havre west and to receive revenue passengers for Fargo and east where No. 4 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Table No. 78

Effective January 2, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD THIRD CLASS 403 Daily	401 Daily	449 Daily	WESTWARD SECOND CLASS (200) 175 Daily Ex. Sun.	199 Daily Ex. Sun.	341 Daily Ex. Sun.	Distance from Wahpeton Jct.	STATIONS	Telegraph Calls	Distance from Nolan	SIGNS	EASTWARD SECOND CLASS (199) 176 Daily Ex. Sun.	200 Daily Ex. Sun.	342 Daily Ex. Sun.	EASTWARD THIRD CLASS 448 Daily	402 Daily
.....	.....	.....	L 8.40Pm	L 2.25Pm	L 6.50Am	.....	.....	L 7.38Am	.....	WAHPETON JCT.	....	78.21	JIX	.....	.....	A 8.20Pm	A 2.57Am	A 9.47Pm
										6.00								
R 8	138	32	8.50	2.38	7.03	.....	.....	s 7.51	6.00	DWIGHT	DT	72.21	DP	.....	.....	s 8.08	2.30	9.35
										6.61								
R14	70	20	9.00	2.50	7.15	.....	.....	s 8.05	12.61	GALCHUTT	GS	65.60	DP	.....	.....	s 7.50	2.16	9.24
										3.39								
R18	.....	17	.....	.....	.....	.....	.....	f 8.11	16.00	PITCAIRN	....	62.21	P	.....	.....	f 7.40	.....	.....
										3.20								
R21	142	29	402 9.12	3.02	7.27	.....	.....	s 8.20	19.20	COLFAX	CX	59.01	DP	.....	.....	s 7.30	2.02	403 9.12
										6.19								
R28	70	34	9.25	3.13	7.38	.....	.....	s 8.36	25.39	WALCOTT	Q	52.82	DP	.....	.....	s 7.16	1.50	8.49
										7.94								
R36	142	71	9.39	3.26	7.51	.....	.....	s 9.00	33.33	KINDRED ★	KR	44.88	DPW	.....	.....	s 7.01	1.38	8.35
										4.97								
R41	.....	25	9.49	3.35	8.01	.....	.....	s 9.08	38.30	DAVENPORT	DV	39.91	IDP	.....	.....	s 6.35	1.25	8.25
										N. P. Ry. Crossing								
										3.95								
R44	.....	32	.....	.....	.....	.....	.....	s 9.15	42.25	ADDISON	....	35.96	P	.....	.....	s 6.23	.....	.....
										0.35								
.....	.....	.....	.....	.....	.....	.....	.....	.....	42.60	CHAFFEE LINE JCT.	....	35.61	PJ	.....	.....	.....	.....	.....
										3.47								
R48	135	37	10.04	3.52	8.15	.....	.....	s 9.24	46.07	DURBIN	DU	31.14	DP IDN	.....	.....	s 6.15	1.10	8.07
										7.67								
.....	.....	.....	.....	.....	.....	.....	.....	.....	53.74	CASSELTON TOWER ★	CT	24.47	PWX	.....	.....	.....	.....	.....
										N. P. Ry. Crossing								
										0.22								
R56	134	226	10.19	4.35	8.55	342-200 L 6.01Pm	176 L 8.20Am	s 9.50	53.96	CASSELTON	A	24.25	XP	199 A 8.12Am	175 A 5.35Pm	175 s 6.01	12.55	7.50
										0.33								
.....	.....	.....	A 10.21Pm	A 4.36Pm	A 8.57Am	A 6.03Pm	8.22	A 9.55Am	54.29	CASSELTON JCT.	....	23.92	XYJP	L 8.10Am	5.30	L 5.55Pm	12.50	7.45
										10.39								
T 1	69	19	.....	.....	.....	.....	s 8.45	.....	64.68	ABSARAKA	AX	13.53	DP	.....	s 5.10	.....	12.31	7.25
										6.03								
T 7	107	26	.....	.....	.....	.....	s 9.10	.....	70.71	AYR	AY	7.50	DP	.....	s 4.55	.....	12.20	7.15
										7.50			RID				L	
FS41	128	.....	.....	.....	.....	.....	A 9.25Am	.....	78.21	NOLAN ★	W	.....	PNWJ	.....	L 4.25Pm	.....	12.05Am	L 7.01Pm
			1.41	2.11	2.07	.02	1.05	2.17		Time Over Subdivision				.02	1.10	2.25	2.52	2.46
			32.2	24.9	25.6	9.9	22.3	23.7		Average Speed Per Hour				9.9	20.8	22.3	29.2	27.1

AUTOMATIC BLOCK SIGNALS

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

Time Table No. 78
Effective January 2, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		SECOND CLASS 219 Daily Ex. Sunday	Distance from Berthold	STATIONS	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS 220 Daily Ex. Sunday	
549				L 6.05Am		CROSBY LINE JCT.		88.77	PJX	A 3.45Pm	
						6.97					
VB 7		21		s 6.20	6.97	HARTLAND	HN	81.80	D	s 3.30	
						6.30					
VB18	30	30		s 6.35	13.27	AURELIA	AU	75.50	D	s 3.15	
						7.27					
VB21		35		s 6.50	20.54	COULEE	C	68.23	D	s 2.56	
						7.02					
VB28		35		s 7.05	27.56	KENASTON	K	61.21	D	s 2.39	
						6.62					
VB34	36	30		s 7.20	34.18	NIOBE	NB	54.59	RDY	s 2.22	
						0.28					
					34.46	NORTHGATE LINE JCT.		54.31	J		
						6.44					
VB41	32	29		s 7.35	40.90	COTEAU	CA	47.87	D	s 2.07	
						6.67					
VB48		32		s 7.50	47.57	WOBURN		41.20		s 1.52	
						7.53					
VB55	32	30		s 8.10	55.10	LIGNITE	NG	33.67	DW	s 1.35	
						8.03					
VB63		32		f 8.25	63.13	STAMPEDE		25.64		f 1.16	
						2.04					
VB66		16		s 9.00	65.17	KINCAID	KC	23.60	DYX	s 1.10	
						3.46					
VB69		32		s 9.12	68.63	LARSON	RN	20.14	D	s12.45	
						2.7					
VB72					71.33	STRANGE SIDING					
						4.22					
VB76		32		s 9.45	75.55	NOONAN	NX	13.22	DYX	s12.30	
						5.66					
VB81		32		f 9.55	81.21	PAULSON		7.56		f12.02Pm	
						3.26					
VB84		10		f10.03	84.47	JUNO		4.30		f11.55	
						4.30					
VB89		130		A 10.30Am	88.77	CROSBY	CY		BRDYX	L 11.45Am	
				4.25		Time Over Subdivision				4.00	
				20.1		Average Speed Per Hour				22.1	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Time Table No. 78
Effective January 2, 1955

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Northgate Line Jct.	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. 78 — Effective January 2, 1955

THIRD CLASS 403 Daily	THIRD CLASS 401 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 (199) 176 Daily Ex. Sunday	SECOND CLASS 342 Daily Ex. Sunday
L 10.21Pm	L 4.36Pm	L 8.57Am	.....	.....	.....	L 6.03Pm	L 9.55Am	.....	CASSELTON JCT.	.....	8.74	PXYJ	A 8.10Am	A 5.55Pm
10.35	4.54	9.18	R63	.....	46	s 6.18	s 10.20	6.62	6.62 AMENIA	MY	2.12	DP	s 7.55	s 5.40
A 10.39Pm	A 5.01Pm	A 9.26Am	FS23	69	.....	A 6.22Pm	A 10.27Am	8.74	2.12 VANCE	.....	.....	RPYJ	L 7.45Am	L 5.35Pm
.18 29.1	.25 20.7	.29 18.0				.19 27.6	.32 16.6		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. 78 — Effective January 2, 1955

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
VD18	.....	34	s 8.10	11.75	5.34 LOSTWOOD	WD	74.83	DP	s 6.10
VD20	.....	35	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	.....	23	s 9.15	31.69	7.08 BATTLEVIEW	BV	54.89	DP	s 4.45
VD40	.....	37	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	44	39	s10.30	50.37	5.99 WILDROSE	WR	36.21	DP	s 3.30
VD59	.....	25	s10.50	57.25	6.88 CORINTH	CN	29.33	DP	s 2.55
VD66	.....	35	s11.10	64.34	7.09 ALAMO	AG	22.24	DP	s 2.35
VD71	.....	27	s11.30	69.84	5.50 APPAM	AK	16.74	DP	s 2.15
VD76	.....	35	s11.45	74.62	4.78 ZAHL	ZA	11.96	DP	s 1.55
VD82	.....	35	s12.05Am	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. 78 — Effective January 2, 1955

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. SPEED RESTRICTIONS GENERAL.

(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 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 Item 1—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, and letter "F" to freight and Mixed trains.

(c) When passenger trains are handled by Diesel or 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, 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
When cabooses are handled in passenger service trains will not exceed speed of:
When handling cabooses X-100, X-198 to X-310.... 65 MPH
cabooses X-330 to X-749 ..... 50 MPH
Trains handling non-revenue Great Northern cars that are equipped with "K" type air brake valves are to be operated in trains not exceeding 50 cars and at speeds not exceeding ..... 40 MPH
Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, Wedge Plows, etc.
On Main Lines ..... 30 MPH
Except on six 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.
East siding switch.
Nolan .....West siding switch.
Dundas .....East and west siding switch.
New Rockford .....West yard lead.
Guthrie.....East and west siding switch.
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.
Berthold.....East switch eastward siding.
East switch westward siding.
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.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine.

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 steam engines moving dead in train.

Switcher and road switcher type Diesel engines G. N. numbers 1 through 232, and 600 through 680, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.

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 28, 75 to 170, 247 to 249, 253 to 259, 262, 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

3. 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.

4. 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.

5. 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.

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

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

8. **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 to 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.

9. **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.

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

11. 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.

12. 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.

13. 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 through trains, and dozers properly turned. Hand screws must 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.

14. 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.

15. 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.

16. 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.

17. Engineers finding flat spots on Diesel engines in excess of two and one-half inches, will immediately notify Superintendent, who will prescribe for the movement.

18. 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.

19. 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.

20. 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.

21. In Automatic Block Signal territory, the absence of the "lunar white" light on a spring switch signal, Rule 501 E, Page 114, of the Consolidated code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

22. 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.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast 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.

23. 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.

24. **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.

25. 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, and sections thereof; also, extra passenger train whether operated as a section of regular train or as a passenger extra.

26. 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.

27. 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, Nos. 1 and 27 passing depot		40 MPH

3. **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. 199, 200, 343, 344.

4. **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. 199 and 175 arrive will clear Nos. 176 and 200 respectively at that point.

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

6. **SPEED TEST BOARDS.**

Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.

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

7. **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.

Vance, east siding switch.

Dundas, east and west siding switch.

New Rockford, east yard lead switch.
Normal position is for main track.

8. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**

Westward trains, at signal 317.1 approximately 3 miles west of Luverne.

Eastward trains, at signal 319.0 approximately one and one-fourth miles east of Karnak.

9. **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.

10. **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.

11. 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.

12. **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.

In making eastward train or engine movements from First Subdivision to Seventh Subdivision over the east leg of the wye at Vance, a member of the crew must observe light indicator mounted on release box on iron mast opposite wye track switch. If indicator lamp is lighted, wye switch may be lined for movement to Seventh Subdivision, and if signal governing such movement indicates proceed train movement may be made immediately. If indicator light is not lighted, a member of the crew must operate clockwork time release located in iron box on mast opposite wye switch marked "Release". Instructions for operating clockwork release posted on inside cover of release box door. At west wye switch at Vance, leading from First Subdivision to Seventh Subdivision eastward train or engine movements will be governed by indication, Rule 501D, Fig. 3. If signal does not indicate proceed after lining west wye switch for movement to Seventh Subdivision, a member of the crew must operate clockwork time release located in iron box fastened to the side of the instrument case on north side of track opposite signal, marked "Release". Instructions for operating clockwork release are posted on inside of release box door.

13. **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.

14. Kent, when siding is occupied by a train, members of train crew must be stationed at Third Street crossing approximately 100 feet west of depot and also at State Aid road No. 7 crossing approximately 900 feet east of depot to flag highway traffic over these crossings.

15. Comstock, Broadway Street crossing east of depot, equipped with automatic crossing signals and switch key controller, when engine or cars are standing in circuit, but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals against highway traffic.

16. Westward trains and engines which occupy any part of the main track between depot Glenfield and the crossing of Highway No. 7, approximately one mile west thereof, for a period of three minutes or more, must not exceed speed of twenty (20) MPH between west switch and crossing of Highway No. 7 in order to permit proper operation of the automatic crossing signals.

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. **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.

4. **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.

5. 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.

6. **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.

7. **CROSSOVERS ON DOUBLE TRACK.**

Facing and Trailing Point.

Between eastward and westward tracks just east of east wye switches four miles east of Minot depot.

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

Guthrie, east and west siding switch.
Simcoe, east and west siding switch.
Minot, east end yard south lead.
New Rockford, east yard lead switch.
Normal position is for main track.

9. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**

Eastward trains at signal 461.2 approximately one mile west of Bridge 206.2 (Verendrye)
Westward trains, on ten foot mast, approximately 700 feet east of Verendrye depot.

10. **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	60 MPH
Freight	40 MPH
Between Home Signals of Interlocking at Minot	20 MPH
Stanley, No. 1 and No. 2 passing depot	30 MPH
Tioga—No. 28 passing depot	30 MPH
Ray, No. 28 passing depot	40 MPH
Ross Siding	
Passenger restricted speed not exceeding	25 MPH
Freight restricted speed not exceeding	20 MPH

3. 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.

4. 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.

5. RESTRICTED CLEARANCES.
Loading Ramp located 12 cars from South end of West track, Blaisdell Pit, will not clear Engine or man on side of cars.

6. 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.

7. 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.

8. 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.

9. 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.

10. CROSSOVERS ON DOUBLE TRACK.
Trailing Point
Epping, Spring Brook.

11. SPRING SWITCHES WITH FACING POINT LOCK.
Stanley, east switch eastward siding.
West switch westward siding.
Tioga, east siding switch.
Palermo, east and west siding switches.
Normal position is for main track.

12. DRAGGING EQUIPMENT DETECTOR INDICATOR.
Eastward trains, at signal 6.8 approximately three miles east of Ralston.
Westward trains at signal 2.5, approximately one mile east of Bridge 122.8 (Gassman Bridge).

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

14. 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.

15. 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.

16. White Earth, Hill Avenue crossing east of depot;
Tioga, Main Street Crossing west of depot;
Epping, Lawrence Street Highway crossing, east of depot;
Springbrook, Highway crossing west of depot;
These crossings are equipped with automatic crossing gates and switch-key-controller, when engine or cars are standing in circuit, but crossing not fouled, gates must be cleared, for highway traffic by operating controllers. When crossing is to be fouled, controller must first be operated to set gates in stop position against highway traffic.

FOURTH SUBDIVISION
(Casselton Line)

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Passenger	Freight
Wahpeton Jct. and Colfax	60 MPH	50 MPH
Colfax and Nolan	40 MPH	30 MPH

2. SPEED RESTRICTIONS.
Between Home Signals of Interlockings at: Nolan westward ..... 20 MPH

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.
Engines heavier than O-6 not permitted on Industry Track Pitcairn.

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. SPEED TESTBOARDS.
Engineers shall test speed of their trains passing following points, as compared with speed table.
Westward trains between M.P. 10 and M.P. 11 approximately 2 miles west of Dwight.

7. MANUAL INTERLOCKINGS.
Casselton Tower ..... N. P. Ry. crossing
Nolan ..... Junction with First Subdivision
Whistle signals for routes,
Casselton Tower:
Main track ..... 1 long.
siding ..... 1 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

8. 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.

9. AUTOMATIC INTERLOCKINGS.
Davenport ..... N. P. Ry. Crossing
The east switch of industry track at Davenport is equipped with hand throw Derail and an electric lock, the door of which is locked with a standard switch lock. Instructions for operation of the clockwork release on inside of lock box door, and at release box at crossing.

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.
Noonan, coal mine tracks ..... 5 MPH

3. 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.

4. 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. 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.

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

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

6. 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. 199 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. TRAIN REGISTER EXCEPTIONS.
Vance ..... Register for Nos. 175 and 841

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

EIGHTH SUBDIVISION
(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Grenora Line Jct. & Grenora	35 MPH	30 MPH

2. 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

2. **ENGINE RESTRICTIONS.**
Steam engines prohibited.

3. **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.

4. **SWITCH INDICATORS.**
Switch indicator consisting of a single yellow light (normally dark) and switch-key-controller mounted on iron mast located at clearance point of Chaffee Line Junction, must be operated by a member of the crew, who, together with engineer, must observe and be governed by indication before fouling main track or lining main track switch and making movement from Chaffee Line to main track. If indicator displays yellow light when the switch-key-controller is operated, switch may be lined and movement made to main track immediately, in accordance with train rights and operating rules. If the switch-key-controller is operated and the indicator does not display a yellow light train and engine movements to main track may be made in accordance with train rights, governed by Rule 513.

WATCH INSPECTORS

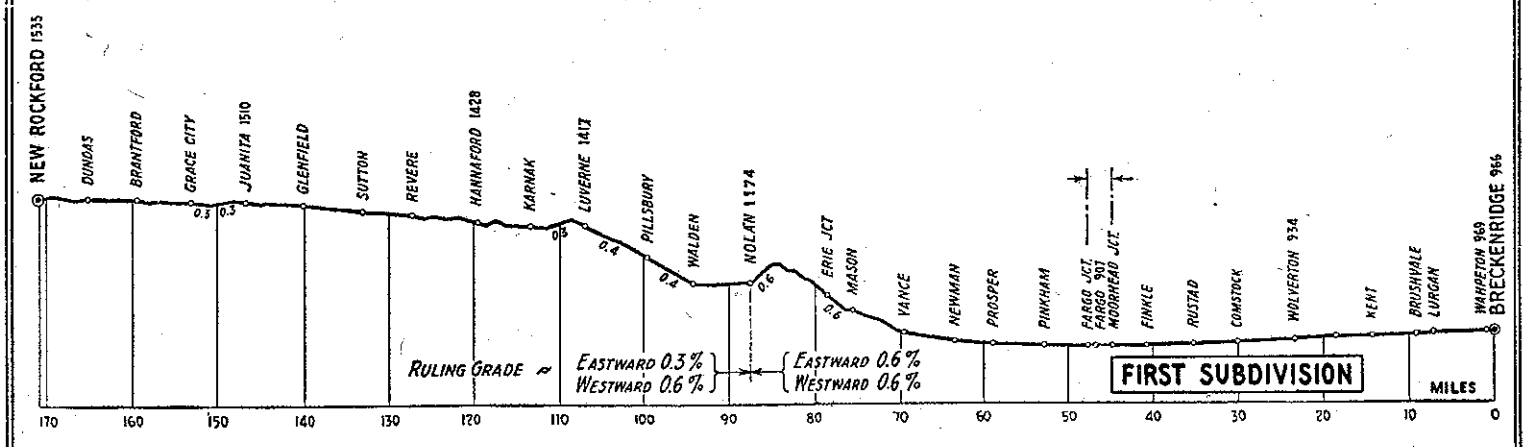
George Nordahl ..... Breckenridge, Minn.
D. W. Langenes ..... New Rockford, N. D.
Crescent Jewelry Co. ..... Fargo, N. D.
S. D. Kivley ..... Minot, N. D.
A. J. Parke ..... Minot, N. D.
R. M. Gross ..... Williston, N. D.
Operators ..... Stanley, N. D.
Stanley, for comparison only.

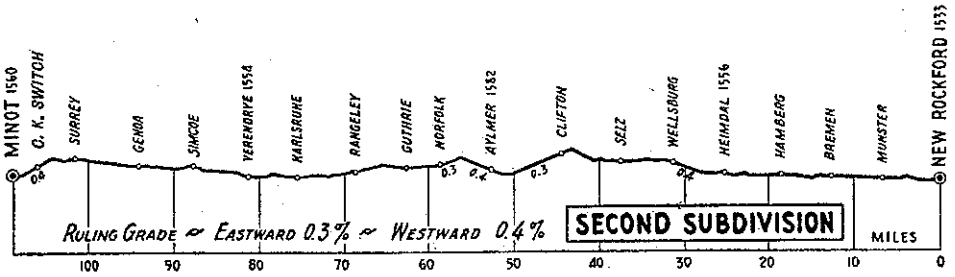
SPEED TABLE

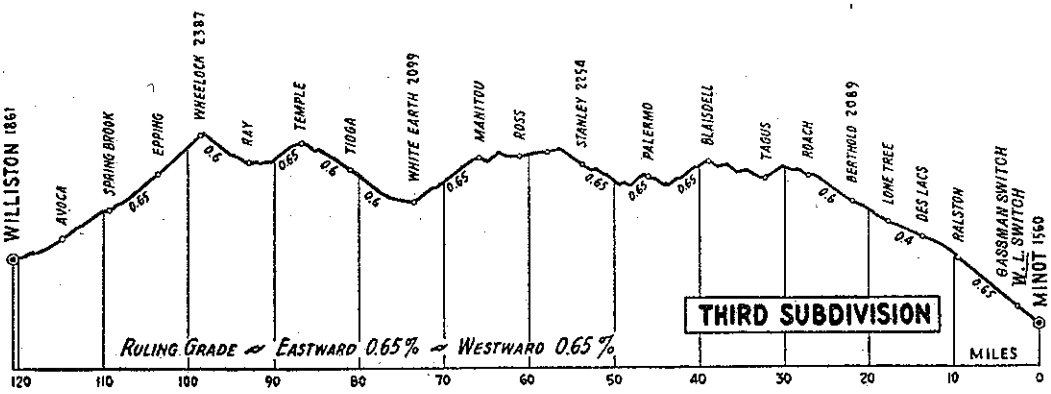
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	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

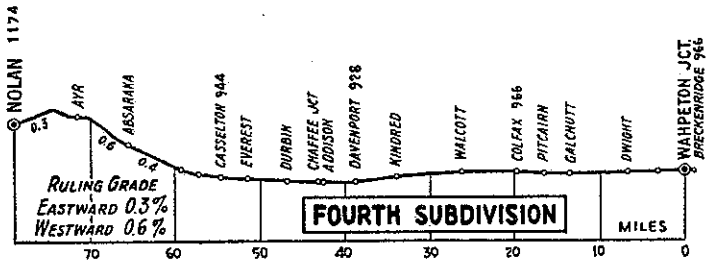
BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

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