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. G. Howard Hall .....Fargo, N. D.
Dr. R. C. Gaebe .....Casselton, N. D.
Dr. I. O. Kiesel .....Page, 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. Matt Platen .....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.
*Dr. T. W. Collison .....Scobey, Montana
Dr. R. D. Harper .....Sidney, Montana
Dr. P. O. C. Johnson .....Watford City, North Dakota

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

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

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

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 85

EFFECTIVE 12:01 A. M.
CENTRAL TIME
AND
MOUNTAIN TIME

Sunday, April 28, 1957

CENTRAL TIME GOVERNS FIRST, SECOND, THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS.

MOUNTAIN TIME GOVERNS TENTH, ELEVENTH, TWELFTH AND THIRTEENTH SUBDIVISIONS.

H. H. HOLMQUIST, Superintendent.
R. N. WHITMAN, Assistant General Manager.
C. O. HOOKER, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.
Printed in U.S.A.

2 WESTWARD — FIRST SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 491 Daily	THIRD CLASS 343 Mon., Wed., Thurs., Sat.	THIRD CLASS 485 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. Sun.	FIRST CLASS 99 Sunday only	FIRST CLASS 31 Daily	Distance from Breckenridge	Time Table No. 85 Effective April 28, 1957 STATIONS	Telegraph Calls
A214	Yard	1145	L 8.30Pm	.....	L 2.15Pm	L.6.40Am	.....	L 6.00Am	.....	.....	.....	L 1.50Pm	.....	L 4.35Am	.....	L 12.55Am	.....	BRECKENRIDGE.★	BR
R 1	.....	136	.....	.....	.....	.....	.....	s 6.05	.....	.....	.....	s 1.52	.....	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 6.08Am	.....	.....	.....	1.54	.....	4.43	.....	494 12.59	1.84	0.65 .WAHPETON JCT..	....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.40	3.56 .MILW. CROSSING.	....
P 7	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.00	.....	4.49	.....	1.04	7.25	1.85 .....LURGAN.....	....
P 9	.....	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 4.52	.....	.....	9.20	1.95 ....BRUSHVALE....	....
P 14	90	43	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.07	.....	f 5.02	.....	1.11	14.23	5.03 .....KENT.....	KN
P 23	89	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.16	.....	f 5.16	.....	1.20	23.24	9.01 ...WOLVERTON...	WO
P 29	.....	78	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.22	.....	f 5.26	.....	1.26	30.05	6.81 ....COMSTOCK....	
P 35	.....	36	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.27	.....	f 5.36	.....	1.31	35.23	5.18 .....RUSTAD.....	
P 40	.....	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.32	.....	5.43	.....	1.36	40.75	5.52 .....FINKLE.....	....
.....	147	144	.....	.....	.....	.....	.....	.....	.....	.....	L 9.20Pm	2.36	L 1.19Pm	5.50	.....	32 1.40	44.75	4.00 .MOORHEAD JCT..	MJ
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44.93	0.18 .N. P. Ry. Crossing.	....
241	55	263	.....	.....	.....	.....	L 8.01Pm	.....	.....	.....	s 9.23	s 2.38	s 1.21	s 5.55	.....	1.42	45.61	0.68 ....MOORHEAD....	MH
242	Yard	1743	.....	L 5.00Pm	.....	.....	A 8.10Pm	.....	L 7.00Am	L 6.45Am	A 9.26 L 9.29	A 2.40 L 2.55	A 1.25 L 1.35	A 5.58 L 6.20	L 6.25Am	A 1.45 L 1.50	46.66	1.05 .....FARGO.....	FO
242	.....	.....	.....	4 5.10	.....	.....	.....	.....	7.05	6.55	A 9.31Pm	2.58	A 1.39Pm	A 6.23Am	A 6.28Am	1.53	47.68	1.02 ....FARGO JCT....	F
FS 6	68	14	.....	342 5.25	.....	.....	.....	.....	f 7.15	f 7.05	.....	3.05	.....	.....	.....	1.58	52.91	5.23 .....PINKHAM.....	....
FS 12	69	23	.....	312 5.50	.....	.....	.....	.....	s 7.28	f 7.17	.....	3.12	.....	.....	.....	2.04	59.08	6.17 .....PROSPER.....	RO
FS 17	.....	34	.....	.....	.....	.....	.....	.....	f 7.35	.....	.....	.....	.....	.....	.....	.....	63.22	4.14 .....NEWMAN.....	....
FS 23	65	.....	L10.23Pm	6.03	L 4.13Pm	L 8.50Am	.....	.....	A 7.45 L 8.00	A 7.30Am	.....	28 3.25	.....	.....	.....	2.14	69.52	6.30 .....VANCE.....	....
FS 29	69	32	10.33	6.10	4.23	9.01	.....	.....	f 8.10	.....	.....	3.32	.....	.....	.....	2.20	75.57	6.05 .....MASON.....	....
S 15	.....	.....	10.39	A 6.15Pm	4.29	9.07	.....	.....	8.15	.....	.....	3.35	.....	.....	.....	2.23	78.60	3.03 .....ERIE JCT.....	....
FS 41	128	.....	10.54	.....	4.44	9.22	.....	Ls9.30Am	A 8.30Am	.....	.....	3.44	.....	.....	.....	2.30	87.41	8.81 .....NOLAN.★....	
FS 47	79	23	11.03	.....	4.55	9.31	.....	s 9.45	.....	.....	.....	3.50	.....	.....	.....	2.36	94.10	6.69 .....WALDEN.....	
FS 53	142	27	11.14	.....	5.04	9.42	.....	s10.10	.....	.....	.....	200 3.56	.....	.....	.....	2.41	99.46	5.36 ....PILLSBURY....	
FS 60	128	34	11.28	.....	5.18	9.56	.....	s10.30	.....	.....	.....	4.04	.....	.....	.....	2.48	106.85	7.39 .....LUVERNE.....	NE
FS 67	79	34	11.42	.....	5.32	10.10	.....	s10.45	.....	.....	.....	4.12	.....	.....	.....	2.53	113.21	6.36 .....KARNAK.....	NA
FS 73	133	26	32 12.09Am	.....	5.41	10.19	.....	s11.05	.....	.....	.....	f 4.18	.....	.....	.....	3.00	119.60	6.39 .N. P. Ry. Crossing. ...HANNAFORD.★	HO
FS 80	.....	39	12.19	.....	5.50	10.28	.....	s11.25	.....	.....	.....	4.25	.....	.....	.....	3.07	127.03	7.43 .....REVERE.....	....
FS 86	139	33	12.27	.....	5.58	10.36	.....	s11.45	.....	.....	.....	4.31	.....	.....	.....	3.12	133.00	5.97 .....SUTTON.....	SU
FS 93	.....	52	12.36	.....	6.07	10.45	.....	s12.05Pm	.....	.....	.....	4.38	.....	.....	.....	3.18	139.97	6.97 ....GLENFIELD....	GD
FS100	143	33	12.44	.....	6.15	10.53	.....	s12.17	.....	.....	.....	4.44	.....	.....	.....	3.23	146.53	6.56 .....JUANITA.★..	JA
FS106	.....	45	12.52	.....	6.23	11.01	.....	s12.30	.....	.....	.....	4.50	.....	.....	.....	3.28	152.97	6.44 ...GRACE CITY...	G
FS113	146	33	1.00	.....	6.31	11.09	.....	s12.42	.....	.....	.....	4.56	.....	.....	.....	3.33	159.36	6.39 ...BRANTFORD...	BF
FS118	136	32	1.07	.....	6.38	11.16	.....	200 f12.55	.....	.....	.....	5.01	.....	.....	.....	3.38	165.11	5.75 .....DUNDAS.....	....
FS124	210	605	A 1.20Am	.....	A 6.50Pm	A11.30Am	.....	486 A 1.05Pm	.....	.....	.....	A 5.06Pm	.....	.....	.....	A 3.47Am	170.95	5.84 .N.P.Ry.Crossing. NEW ROCKFORD★	KO
			3.07 33.1	1.15 25.6	2.47 37.1	2.50 36.4	0.09 7.00	3.43 23.0	1.30 27.2	.45 30.5	.11 16.0	3.16 52.3	.20 8.7	1.48 26.5	.03 20.4	2.52 59.6		Time Over Subd'n Av. Speed Per Hr.	

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 15 THROUGH 23.

FIRST SUBDIVISION — EASTWARD 3

Time Table No. 85
Effective April 28, 1957

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance From New Rockford	SIGNS	FIRST CLASS 100 Monday only	12 Daily	28 Daily	4 Daily	10 Daily Ex. Sun.	32 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.	486 Daily	494 Daily
..BRECKENRIDGE★	170.95	RDNXW KOYIB	.....	.....	A 5.06Pm	.....	A 11.55Pm	A 2.37Am	.....	A 8.15Pm	.....	.....	.....	A 5.32Pm	A 1.10Am
0.99 .....WAHPETON.....	169.96	PXD	.....	.....	s 5.02	.....	s11.50	.....	.....	s 8.05	.....	.....	.....	.....	.....
0.20 ..MILW. CROSSING..	169.76	M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.65 ..WAHPETON JCT...	169.11	PJXI	.....	.....	4.59	.....	11.43	2.30	.....	L 8.00Pm	.....	.....	.....	L 5.22Pm	L 31 12.59Am
3.56 ..MILW. CROSSING..	165.55	I	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.85 .....LURGAN.....	163.70	P	.....	.....	4.52	.....	11.36	2.23	.....	.....	.....	.....	.....	.....	.....
1.95 ....BRUSHVALE....	161.75	.....	.....	.....	.....	.....	f11.32	.....	.....	.....	.....	.....	.....	.....	.....
5.03 .....KENT.....	156.72	DP	.....	.....	4.44	.....	f11.25	2.15	.....	.....	.....	.....	.....	.....	.....
9.01 ....WOLVERTON....	147.71	DP	.....	.....	4.35	.....	f11.12	2.05	.....	.....	.....	.....	.....	.....	.....
6.81 ....COMSTOCK.....	140.90	DP	.....	.....	4.28	.....	f11.02	1.57	.....	.....	.....	.....	.....	.....	.....
5.18 ....RUSTAD.....	135.72	DP	.....	.....	4.23	.....	f10.55	1.51	.....	.....	.....	.....	.....	.....	.....
5.52 .....FINKLE.....	130.20	P	.....	.....	4.18	.....	10.48	1.45	.....	.....	.....	.....	.....	.....	.....
4.00 ..MOORHEAD JCT...	126.20	IDNPXJ	.....	A 8.10Am	4.13	A 5.29Pm	10.42	31 1.40	.....	.....	.....	.....	.....	.....	.....
0.18 .N. P. RY. CROSSING.	126.02	I	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.68 .....MOORHEAD.....	125.34	DNPXR	.....	s 8.09	s 4.11	s 5.27	s10.40	1.33	A 7.10Am	.....	.....	.....	.....	.....	.....
1.05 .....FARGO.....	124.29	WXBDNIKR	A 12.30Am	L 8.04 A 8.01	L 4.08 A 3.53	L 5.24 A 5.14	L 10.30 A 10.09	L 1.30 A 1.25	L 7.00Am	.....	A 6.15Pm	A 5.45Pm	A 12.35Am	.....	.....
1.02 ....FARGO JCT....	123.27	BDNJK ORWXY	L 12.25Am	L 7.59Am	3.50	L 343 5.10Pm	L 10.06Pm	1.22	.....	.....	6.10	5.35	12.30	.....	.....
5.23 .....PINKHAM.....	118.04	P	.....	.....	3.44	.....	.....	1.17	.....	.....	f 6.01	843 5.25	12.15	.....	.....
6.17 .....PROSPER.....	111.87	DP	.....	.....	3.38	.....	.....	1.11	.....	.....	s 843 5.50	f 5.13	12.05Am	.....	.....
4.14 .....NEWMAN.....	107.73	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 5.43	.....	.....	.....	.....
6.30 .....VANCE.....	101.43	RYPJI	.....	.....	27 3.25	.....	.....	12.59	.....	.....	L 5.35 A 5.20	L 5.00Pm	11.45	.....	.....
6.05 .....MASON.....	95.38	P	.....	.....	3.19	.....	.....	12.53	.....	.....	f 5.10	.....	11.31	.....	.....
3.03 .....ERIE JCT.....	92.35	PJ	.....	.....	3.16	.....	.....	12.50	.....	.....	5.05	.....	L 11.25Pm	.....	.....
8.81 .....NOLAN...★..	83.54	PIDNWJ	.....	.....	3.07	.....	.....	12.41	.....	As4.25Pm	L 4.50Pm	.....	.....	A 3.01Pm	A 10.30Pm
6.69 .....WALDEN.....	76.85	P	.....	.....	3.01	.....	.....	12.34	.....	s 4.10	.....	.....	.....	2.53	10.18
5.36 ....PILLSBURY.....	71.49	DP	.....	.....	2.56	.....	.....	12.29	.....	27 s 3.56	.....	.....	.....	2.46	10.11
7.39 .....LUVERNE.....	64.10	DP	.....	.....	2.49	.....	.....	12.22	.....	s 3.30	.....	.....	.....	2.36	10.01
6.36 .....KARNAK.....	57.74	DP	.....	.....	2.42	.....	.....	12.15	.....	s 3.15	.....	.....	.....	2.26	9.51
6.39 .N. P. RY. CROSSING. ....HANNAFORD.★.	51.35	IDNPW	.....	.....	s 2.37	.....	.....	491 12.09	.....	s 3.01	.....	.....	.....	2.18	9.43
7.43 .....REVERE.....	43.92	P	.....	.....	2.29	.....	.....	12.02Am	.....	s 2.36	.....	.....	.....	2.08	9.33
5.97 .....SUTTON.....	37.95	DP	.....	.....	200 2.24	.....	.....	11.56	.....	28 s 2.24	.....	.....	.....	2.00	9.25
6.97 .....GLENFIELD.....	30.98	DP	.....	.....	2.18	.....	.....	11.49	.....	s 1.55	.....	.....	.....	1.50	9.15
6.56 .....JUANITA..★..	24.42	DP	.....	.....	2.12	.....	.....	11.42	.....	486 s 1.41	.....	.....	.....	200 1.41	9.06
6.44 ....GRACE CITY....	17.98	DP	.....	.....	2.07	.....	.....	11.36	.....	s 1.23	.....	.....	.....	1.32	8.57
6.39 ....BRANTFORD....	11.59	DP	.....	.....	2.02	.....	.....	11.30	.....	s 1.08	.....	.....	.....	1.23	8.48
5.75 .....DUNDAS.....	5.84	P	.....	.....	1.57	.....	.....	11.24	.....	199 f12.55	.....	.....	.....	1.15	8.40
5.84 .N. P. RY. CROSSING. ..NEW ROCKFORD★		RDNPKB IWXOY	.....	.....	L 1.52Pm	.....	.....	L 11.18Pm	.....	L 12.40Pm	.....	.....	.....	199 L 1.05Pm	L 8.30Pm
Time Over Subdivision			.05	.11	3.14	.19	1.49	3.19	.10	4.00	1.25	.45	1.10	2.06	2.11
Average Speed Per Hour			12.2	16.0	52.9	9.2	26.2	51.5	6.3	21.3	28.8	30.5	27.4	40.7	38.8

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 15 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		THIRD CLASS 485 Daily	THIRD CLASS 449 Daily	THIRD CLASS 491 Daily	SECOND CLASS 319 Daily Ex. Sun.	SECOND CLASS 199 Daily Ex. Sun.	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 9 Daily Ex. Sun.	FIRST CLASS 99 Sunday Only	FIRST CLASS 31 Daily	Distance from New Rockford	Time Table No. 85 Effective April 28, 1957 STATIONS	Telegraph Calls
FS124	210	605	.....	L 5.50Pm	L 10.30Am	L 1.30Am	.....	L 2.05Pm	.....	L 5.13Pm	.....	.....	L 3.49Am	.....	NEW ROCKFORD ★	KO
															6.80	
FS131	140	23	.....	6.01	10.39	1.40	.....	f 2.15	.....	5.20	.....	.....	3.56	6.80	MUNSTER	....
															5.69	
FS137	141	35	.....	6.10	200 10.48	1.48	.....	s 2.30	.....	5.25	.....	.....	4.01	12.49	BREMEN	BN
															6.11	
FS143	88	31	.....	6.19	11.00	1.58	.....	s 2.41	.....	5.30	.....	.....	4.06	18.60	HAMBERG	MA
															6.41	
FS149	141	31	.....	6.28	11.11	2.07	.....	s 2.53	.....	5.36	.....	.....	4.11	25.01	HEIMDAL ★	HD
															6.10	
FS155	141	33	.....	6.36	11.21	2.15	.....	s 3.08	.....	5.41	.....	.....	4.16	31.11	WELLSBURG	WX
															6.32	
FS162	141	33	.....	6.45	486 11.32	2.23	.....	s 3.23	.....	5.46	.....	.....	4.21	37.43	SELZ	Z
															7.03	
FS169	.....	25	.....	6.54	11.41	2.33	.....	s 3.40	.....	5.53	.....	.....	4.27	44.46	CLIFTON	....
	W103														8.28	
FS177	E 88	34	.....	494 7.05	11.51	2.44	.....	s 3.55	.....	6.01	.....	.....	4.36	52.74	AYLMER ★	MR
															5.88	
															M.St.P.&S.S.M.Ry.Cr.	
FS183	.....	41	.....	7.13	11.59	2.52	.....	f 4.06	.....	6.06	.....	.....	4.41	58.62	NORFOLK	
															3.87	
FS187	153	34	.....	7.19	12.04Pm	2.58	.....	s 4.21	.....	6.09	.....	.....	4.44	62.49	GUTHRIE	
															5.96	
FS193	.....	41	.....	7.27	12.12	3.06	.....	s 4.36	.....	6.14	.....	.....	4.49	68.45	RANGELEY	....
															6.86	
FS200	84	33	.....	7.36	12.20	3.15	.....	s 4.51	.....	6.20	.....	.....	4.54	75.31	KARLSRUHE	RA
															5.86	
FS205	144	28	.....	7.44	28 12.28	3.23	.....	s 5.06	.....	494 6.25	.....	.....	4.59	81.17	VERENDRYE ★	RY
															6.42	
FS212	134	33	.....	7.53	12.39	3.31	.....	s 5.21	.....	6.31	.....	.....	5.04	87.59	SIMCOE	SC
															6.41	
FS218	144	25	.....	8.01	12.47	3.39	.....	f 5.35	.....	6.36	.....	.....	5.09	94.00	GENOA	....
															7.58	
519	.....	.....	.....	8.11	12.57	3.49	L 5.11Pm	494 s 5.50	L 7.11Pm	6.44	L 2.59Pm	L 2.59Pm	5.17	101.58	SURREY	SR
															3.40	
521	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	104.98	J. D. SWITCH	GY
															1.34	
523	.....	221	.....	8.21	1.10	4.00	5.20	6.02	7.15	6.48	3.05	3.05	5.21	106.32	C. K. SWITCH	....
								494							2.49	
526	Yard	4325	.....	A 8.30Pm	A 1.20Pm	A 4.10Am	A 5.30Pm	A 6.20Pm	A 7.20Pm	A 6.55Pm	A 3.10Pm	A 3.15Pm	A 5.26Am	108.81	MINOT ★	AD
				2.40	2.50	2.40	.19	4.15	.09	1.42	.11	.16	1.37		Time Over Subdivision	
				40.8	38.4	40.8	22.8	25.6	48.2	64.0	39.4	27.1	67.3		Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 85
Effective April 28, 1957

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Minot	SIGNS	FIRST CLASS 4 Daily	10 Daily Ex. Sun.	100 Sunday Only	28 Daily	32 Daily	SECOND CLASS 320 Daily Ex. Sun.	200 Daily Ex. Sun.		THIRD CLASS 486 Daily	494 Daily	
NEW ROCKFORD ★	108.81	IRDNPB KWXOY				A 1.46Pm	A 11.14Pm		A 11.20Am		A 12.30Pm	A 8.20Pm	
6.80 MUNSTER	102.01	P				1.39	11.07		f11.01		12.12	8.10	
5.69 BREMEN	96.32	DP				1.34	11.02		449 s10.48		12.04Pm	8.02	
6.11 HAMBERG	90.21	DP				1.28	10.56		s10.30		11.56	7.54	
6.41 HEIMDAL ★	83.80	DNP				1.22	10.50		s10.11		11.48	7.45	
6.10 WELLSBURG	77.70	DP				1.16	10.44		s 9.53		11.40	7.36	
6.32 SELZ	71.38	DP				1.10	10.38		s 9.35		449 11.32	7.27	
7.03 CLIFTON	64.35	P				1.03	10.31		s 9.16		11.22	7.17	
8.28 AYLMER ★	56.07	DNPW				12.55	10.23		s 9.00		11.10	486 7.05	
5.88 M. ST. P. & S. S. M. RY. CR. NORFOLK	50.19	IP				12.49	10.17		f 8.28		10.49	6.56	
3.87 GUTHRIE	46.32	DP				12.45	10.13		s 8.20		10.43	6.51	
5.96 RANGELEY	40.36	P				12.40	10.08		s 8.03		10.35	6.43	
6.86 KARLSRUHE	33.50	DP				12.34	10.02		s 7.52		10.26	6.35	
5.86 VERENDRYE ★	27.64	DNPW				449 1228	9.56		s 7.35		10.18	27 6.25	
6.42 SIMCOE	21.22	DP				12.22	9.50		s 7.18		10.10	6.10	
6.41 GENOA	14.81	P				12.16	9.44		f 7.02		10.02	6.02	
7.58 SURREY	7.23	XRDNPIJ	A 11.55Am	A 1.44Pm	A 4.14Pm	12.09	9.37	A 6.19Am	s 6.50		9.50	199 5.50	
3.40 J. D. SWITCH	3.83	IP											
1.34 C. K. SWITCH	2.49	PXI	11.49	1.35	4.05	12.04Pm	9.32	6.10	6.35		9.40	5.40	
2.49 MINOT ★		IRDNPW KOXBY	L 11.45Am	L 1.30Pm	L 4.00Pm	L 11.59Am	L 9.27Pm	L 6.00Am	L 6.30Am		L 9.30Am	L 319 5.30Pm	
Time Over Subdivision			.10	.14	.14	1.47	1.47	.19	4.50		3.00	2.50	
Average Speed Per Hour			43.4	31.0	31.0	61.0	61.0	22.8	22.5		36.3	38.4	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

THIRD SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 423 Daily	THIRD CLASS 449 Daily	THIRD CLASS 491 Daily	THIRD CLASS 485 Daily	SECOND CLASS 345 Daily Ex. Sun.	SECOND CLASS 219 Daily Ex. Sun.	SECOND CLASS (178) 179 Daily Ex. Mon.	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 31 Daily	Distance from Minot	Time Table No. 85 Effective April 28, 1957 — STATIONS	Telegraph Calls
526	Yard	4325	L 7.35Pm	L 1.00Pm	L 6.00Am	L 12.01Am	L 4.10Pm	L 5.50Am	.....	L 7.30Pm	L 7.10Pm	L 5.35Am	.....	MINOT ★ (Dble. Track)	AD
			7.50	1.15	6.15	12.15	4.21	6.00	.....	7.36	7.16	5.41	4.31	M. St. P. & S. S. M. Ry. Crossing	
														4.31	
			7.50	1.15	6.15	12.15	4.21	6.00	.....	7.36	7.16	5.41	4.31	W. L. SWITCH	
														0.63	
			7.52	1.17	6.17	12.17	4.22	6.01	.....	7.37	7.17	5.42	4.94	GASSMAN SWITCH	
														4.30	
536	.....	14	8.00	1.25	6.25	12.25	f 4.29	6.10	.....	7.43	7.23	5.48	9.24	RALSTON (Double Track)	
				486										4.23	
538	60	16	8.08	1.38	6.33	12.33	s 4.37	s 6.18	.....	7.49	7.29	5.55	13.47	DES LACS (Double Track)	DE
														4.12	
544	80	27	8.15	1.45	6.41	12.41	s 4.45	s 6.25	.....	7.53	7.33	6.00	17.59	LONE TREE	NE
														4.75	
549	E 99 W138	192	8.22	1.52	6.49	12.49	s 5.01	s 6.35	.....	7.57	7.37	6.04	22.34	BERTHOLD ★	BD
								A 6.40Am					0.24		
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22.58	CROSBY LINE JCT.	.....
														4.43	
552	140	.....	8.28	1.58	6.57	12.57	f 5.09	.....	.....	8.01	7.41	6.09	27.01	ROACH	.....
			32											5.04	
558	130	15	8.40	2.05	7.05	1.05	s 5.17	.....	.....	8.07	7.47	6.15	32.05	TAGUS	
														6.82	
565	223	16	8.50	2.14	7.14	1.14	s 5.28	.....	.....	8.14	7.54	6.22	38.87	BLAISDELL	
														6.98	
572	140	22	8.59	2.23	7.23	1.23	s 5.40	.....	.....	32 8.25	8.02	6.30	45.85	PALERMO	
														6.35	
.....	.....	.....	.....	.....	.....	.....	.....	.....	L 6.45Am	.....	.....	.....	52.20	GRENORA LINE JUNCTION	.....
														1.47	
580	W260 E130 (Continuous Auto. Blk. Sigs.)	118	9.15	2.40	7.40	1.40	s 6.01	.....	A 6.55Am	s 8.36	32 8.16	6.38	53.67	STANLEY ★	SA
			492											7.33	
587		24	9.27	2.53	7.53	1.53	s 6.15	.....	.....	8.45	8.24	6.46	61.00	ROSS	VR
														4.55	
592	140	10	9.33	2.59	7.59	1.59	f 6.23	.....	.....	8.50	8.28	6.51	65.55	MANITOU	.....
														7.49	
599	104	25	9.44	3.10	846 8.10	2.10	s 6.36	.....	.....	492 8.58	8.36	6.59	73.04	WHITE EARTH	WH
														7.86	
609	118	456	9.55	3.22	8.22	2.22	s 6.50	.....	.....	9.07	492 8.44	7.08	80.90	TIOGA ★	OG
														5.53	
614	140	17	10.02	3.30	8.36	2.30	s 7.01	.....	.....	9.13	8.50	7.14	86.43	TEMPLE	MP
	E110 W138													6.23	
617		42	10.10	3.38	8.47	2.38	s 7.14	.....	.....	9.19	8.56	7.21	92.66	RAY	RX
							32					346		5.33	
625	146	28	10.17	3.45	8.55	2.45	s 7.23	.....	.....	9.24	9.01	7.27	97.99	WHEELOCK ★ (DOUBLE TRACK)	W
														5.17	
631	.....	30	10.24	3.53	9.03	2.53	s 7.35	.....	.....	9.31	9.08	7.34	103.16	EPPING	PG
														5.81	
633	96	17	10.32	4.01	9.11	3.01	s 7.47	.....	.....	9.38	9.15	7.41	108.97	SPRING BROOK	.....
														5.58	
641	.....	.....	10.39	4.08	9.18	3.08	f 7.59	.....	.....	9.45	9.22	7.48	114.55	AVOCA	.....
														5.69	
647	Yard	1922	A 10.55Pm	A 4.20Pm	A 9.30Am	A 3.20Am	A 8.20Pm	.....	.....	A 9.55Pm	A 9.30Pm	A 7.55Am	120.24	WILLISTON ★	
			3.20	3.20	3.30	3.19	4.10	.50	.10	2.25	2.20	2.20		Time Over Subdivision	
			36.1	36.1	34.4	36.3	28.9	27.1	8.8	49.8	51.5	51.5		Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

No. 8 will stop at Tioga on flag to discharge revenue passengers from Fargo and east and to pick up revenue passengers for Havre and west where No. 8 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 85
Effective April 28, 1957

STATIONS	Distance from Williston	SIGNS	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 32 Daily		SECOND CLASS 220 Daily Ex. Sun.	SECOND CLASS 346 Daily Ex. Sun.	SECOND CLASS (177) 180 Daily Ex. Sun.	THIRD CLASS 494 Daily	THIRD CLASS 486 Daily	THIRD CLASS 492 Daily
MINOT ★ (Dbld. Track)	120.24	IRDNPWY KOXB	A 11.35Am	A 11.45Am	A 9.17Pm		A 4.45Pm	A 11.01Am		A 6.10Am	A 2.25Pm	A 11.20Pm
M. St. P. & S. S. M. Ry. Crossing												
4.31												
W. L. SWITCH (Dbld. Track)	115.93	IP	11.29	11.39	9.09		4.31	10.48		5.45	1.55	11.08
0.63												
GASSMAN SWITCH (Double Track)	115.30	IP	11.28	11.38	9.08		4.30	10.47		5.43	1.53	11.06
4.30												
RALSTON (Double Track)	111.00	P	11.23	11.33	9.02		f 4.22	f 10.39		5.35	1.45	10.59
4.23											449	
DES LACS (Double Track)	106.77	IRDNP	11.18	11.28	8.58		s 4.13	s 10.31		5.28	1.38	10.52
4.12												
LONE TREE	102.65	P	11.14	11.24	8.54		s 4.02	s 10.23		5.21	1.31	10.45
4.75												
BERTHOLD ★	97.90	IDNPBRX	11.10	11.20	8.50		s 3.50	s 10.15		5.14	1.24	10.38
0.24												
CROSBY LINE JCT.	97.66	JPX					L 3.45Pm					
4.43												
ROACH	93.23	P	11.06	11.16	8.45			f 10.00		5.08	1.18	10.32
5.04												
TAGUS	88.19	DP	11.01	11.11	423 8.40			s 9.52		5.02	1.11	10.25
6.82												
BLAISDELL	81.37	DP	10.54	11.04	8.33			s 9.40		4.52	1.02	10.17
6.98												
PALERMO	74.39	DP	10.46	10.56	3 8.25			s 9.26		4.40	12.50	10.05
6.35												
GRENORA LINE JUNCTION	68.04	PJ							A 7.35Pm			
1.47												
STANLEY ★	66.57	DNPIYXBR	s10.38	s10.48	27 8.16			s 9.10	L 7.30Pm	4.25	12.35	9.50
7.33												423
ROSS	59.24	IDP	10.28	10.38	8.08			s 8.35		4.00	12.15	9.25
4.55												
MANITOU	54.69	P	10.24	10.34	8.03			f 8.25		3.52	12.07Pm	9.18
7.49								491				3
WHITE EARTH	47.20	DP	10.15	10.25	7.54			s 8.10		3.35	11.50	8.58
7.66												27
TIOGA ★	39.34	DNP	10.07	10.17	7.46			s 7.58		3.25	11.40	8.44
5.53												
TEMPLE	33.81	DP	10.01	10.11	7.41			s 7.48		3.18	11.33	8.28
6.23												
RAY	27.58	DP	9.55	10.05	7.35			s 7.38		3.08	11.23	8.18
5.33												
WHEELOCK ★ (Double Track)	22.25	RDNPI	9.50	10.00	345 7.30			31 s 7.27		3.00	11.15	8.10
5.17												
EPPING (Double Track)	17.08	DP	9.44	9.54	7.24			s 7.15		2.45	11.01	7.55
5.81												
SPRING BROOK (Double Track)	11.27	P	9.38	9.48	7.18			s 7.00		2.30	10.45	7.40
5.58												
AVOCA (Double Track)	5.69	P	9.32	9.42	7.12			f 6.53		2.18	10.33	7.28
5.69		RDNPWY KOXB										
WILLISTON ★ (Double Track)			L 9.25Am	L 9.35Am	L 7.05Pm			L 6.45Am		L 2.00Am	L 10.15Am	L 7.10Pm
Time Over Subdivision			2.10	2.10	2.12		1.00	4.16	.05	4.10	4.10	4.10
Average Speed Per Hour			55.5	55.5	54.7		22.6	28.2	17.6	28.9	28.9	28.9

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 pick up revenue passengers for Fargo and east where No. 4 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 491 Daily	THIRD CLASS 485 Daily	THIRD CLASS 449 Daily	SECOND CLASS	SECOND CLASS	SECOND CLASS 199 Daily Ex. Sun.	Distance from Wahpeton Jct.	Time Table No. 85 Effective April 28, 1957 STATIONS	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS 200 Daily Ex. Sun.	SECOND CLASS	SECOND CLASS	THIRD CLASS 486 Daily	THIRD CLASS 494 Daily	THIRD CLASS
.....	.....	.....	L 8.40Pm	L 2.25Pm	L 6.50Am	.....	.....	L 6.08Am	.....	WAHPETON JCT.	....	78.21	JIX	A 8.00Pm	.....	.....	A 5.22Pm	A 31 12.59Am	.....
										6.00									
R 8	138	32	8.48	2.32	6.58	.....	.....	s 6.22	6.00	DWIGHT	DT	72.21	DP	s 7.48	.....	.....	5.14	12.51	.....
										6.61									
R14	70	20	8.56	2.41	7.06	.....	.....	s 6.36	12.61	GALCHUTT	GS	65.60	DP	s 7.30	.....	.....	5.06	12.43	.....
										3.39									
R18	.....	17	.....	.....	.....	.....	.....	f 6.42	16.00	PITCAIRN	....	62.21	P	f 7.20	.....	.....	5.02	12.38	.....
										3.20									
R21	142	29	9.04	2.49	7.14	.....	.....	s 6.51	19.20	COLFAX	CX	59.01	DP	s 7.14	.....	.....	4.58	12.34	.....
										6.19									
R28	70	34	9.12	2.57	7.22	.....	.....	s 7.05	25.39	WALCOTT	Q	52.82	DP	s 6.59	.....	.....	4.50	12.26	.....
										7.94									
R36	139	71	9.22	3.07	7.40	.....	.....	s 7.30	33.33	KINDRED ★	KR	44.88	DPW	s 6.44	.....	.....	4.40	12.16	.....
										4.97									
R41	.....	25	9.32	3.17	7.50	.....	.....	s 7.38	38.30	DAVENPORT	DV	39.91	IDP	s 6.19	.....	.....	4.30	12.06Am	.....
										N. P. Ry. Crossing									
										3.95									
R44	.....	32	.....	.....	.....	.....	.....	f 7.45	42.25	ADDISON	....	35.96	P	f 6.09	.....	.....	.....	.....	.....
										0.35									
.....	.....	.....	.....	.....	.....	.....	.....	.....	42.60	CHAFFEE LINE JCT.	....	35.61	PJ	.....	.....	.....	.....	.....	.....
										3.47									
R48	139	37	9.48	3.33	8.05	.....	.....	s 7.55	46.07	DURBIN	DU	32.14	DP IDNP	s 6.01	.....	.....	4.14	11.50	.....
										7.67									
.....	.....	.....	.....	.....	.....	.....	.....	.....	53.74	Casselton Tower ★	CT	24.47	WXR	.....	.....	.....	.....	.....	.....
										N. P. Ry. Crossing									
										0.22									
R56	134	237	10.03	3.48	8.30	.....	.....	s 8.20	53.96	CASSELTON	A	24.25	XP	s 5.45	.....	.....	3.58	11.34	.....
										0.33									
.....	.....	.....	A 10.05Pm	488 A 3.50Pm	A 8.32Am	.....	.....	8.23	54.29	CASSELTON JCT.	....	23.92	XYJPI	5.30	.....	.....	485 3.51	11.32	.....
										10.39									
T 1	73	19	.....	.....	.....	.....	.....	s 8.45	64.68	ABSARAKA	AX	13.53	DP	s 5.10	.....	.....	3.29	11.08	.....
										6.03									
T 7	107	26	.....	.....	.....	.....	.....	s 9.10	70.71	AYR	AY	7.50	DP	s 4.55	.....	.....	3.17	10.50	.....
										7.50			RID						
FS41	128	.....	.....	.....	.....	.....	.....	A 9.25Am	78.21	NOLAN ★	W	.....	PNWJ	L 4.25Pm	.....	.....	L 3.01Pm	L 10.30Pm	.....
			1.25 38.3	1.25 38.3	1.42 31.9			3.17 23.8		Time Over Subdivision Average Speed Per Hour				3.35 21.8			2.21 33.3	2.29 31.5	

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 15 THROUGH 23.

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Time Table No. 85

Effective April 28, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks		SECOND CLASS 219 Daily Ex. Sun.	Distance from Crosby Line Jct.	STATIONS	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS 220 Daily Ex. Sun.	
549	.....	.....	.....	L 6.40Am	.....	CROSBY LINE JCT.	.....	88.46	PJX	A 3.45Pm	.....
						6.72					
VB 7	.....	21	.....	s 6.55	6.72	HARTLAND	HN	81.74	D	s 3.30	.....
						6.29					
VB13	30	30	.....	s 7.10	13.01	AURELIA	.....	75.45	.....	s 3.15	.....
						7.27					
VB21	.....	35	.....	s 7.25	20.28	COULEE	C	68.18	D	s 2.56	.....
						7.02					
VB28	.....	35	.....	s 7.40	27.30	KENASTON	K	61.16	D	s 2.39	.....
						6.63					
VB34	32	30	.....	s 7.55	33.93	NIOBE	NB	54.53	RDY	s 2.22	.....
						0.28					
.....	.....	.....	.....	.....	34.21	NORTHGATE LINE JCT.	.....	54.25	J	.....	.....
						6.43					
VB41	32	29	.....	s 8.10	40.64	COTEAU	CA	47.82	D	s 2.07	.....
						6.68					
VB48	.....	35	.....	s 8.25	47.32	WOBURN	.....	41.14	.....	s 1.52	.....
						7.53					
VB55	32	30	.....	s 8.45	54.85	LIGNITE	NG	33.61	D	s 1.35	.....
						8.02					
VB63	.....	32	.....	f 9.00	62.87	STAMPEDE	.....	25.59	.....	f 1.16	.....
						2.05					
VB66	.....	16	.....	s 9.10	64.92	KINCAID	KC	23.54	DYX	s 1.10	.....
						3.46					
VB69	.....	32	.....	s 9.22	68.38	LARSON	RN	20.08	D	s12.45	.....
						2.69					
VB72	.....	.....	.....	.....	71.07	STRANGE SIDING	.....	17.39	.....	.....	.....
						4.22					
VB76	.....	32	.....	s 9.45	75.29	NOONAN	NX	13.17	DYX	s12.30	.....
						5.67					
VB81	.....	35	.....	f 9.55	80.96	PAULSON	.....	7.50	.....	f12.02Pm	.....
						3.25					
VB84	.....	10	.....	f10.03	84.21	JUNO	.....	4.25	.....	f11.55	.....
						4.25					
VB89	.....	126	.....	A 10.30Am	88.46	CROSBY	CY	.....	BRDYX	L 11.45Am	.....
				3.50		Time Over Subdivision				4.00	
				23.1		Average Speed Per Hour				22.1	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective April 28, 1957

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
			6.87	6.87 M. St. P. & S. S. M. Ry. Crossing.		14.59	
VE 8		20	8.01	1.14 BOWBELLS	BE	13.45	D
VE15		24	14.73	6.72 PERELLA		6.73	
VE21		104	21.01	6.28 NORTHGATE	NO	0.45	RDX
			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 15 THROUGH 23.

WESTWARD — SEVENTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective April 28, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 491 Daily	THIRD CLASS 485 Daily	THIRD CLASS 449 Daily	SECOND CLASS (312) 369 Daily Ex. Sun.	SECOND CLASS (311) 367 Daily Ex. Sun.	Distance from Casselton Jct.		STATIONS	Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS (311) 368 Daily Ex. Sun.	SECOND CLASS (312) 370 Daily Ex. Sun.
			L 10.05Pm	L 3.50Pm	L 8.32Am				AUTOMATIC BLOCK SIGNALS	CASSELTON JCT.		8.77	IPXYJ		
R 63		46	10.18	4.08	8.45	L 370 5.30Pm	L 368 7.55Am	6.62		6.62 AMENIA	MY	2.15	DP	A 367 7.50Am	A 369 5.25Pm
FS 23	69		A 10.23Pm	A 4.13Pm	A 8.50Am	A 5.35Pm	A 8.00Am	8.77		2.15 VANCE			IRPYJ	L 7.45Am	L 5.20Pm
			.18 29.2	.23 22.9	.18 29.2	.05 25.8	.05 25.8			Time Over Subdivision Average Speed Per Hour				.05 25.8	.05 25.8

Eastward trains are superior to westward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective April 28, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 177 Daily Ex. Sun.	Distance from Grenora Line Jct.	STATIONS	Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS 178 Daily Ex. Mon.
.....	.....	.....	L 7.35Pm	.....	GRENORA LINE JCT.	.....	86.52	PJ	A 6.45Am
					6.36				
VD 8	.....	22	f 7.55	6.36	WASSAIC	.....	80.16	.....	f 6.25
					5.33				
VD13	.....	34	s 8.10	11.69	LOSTWOOD	WD	74.83	DP	s 6.10
					6.30				
VD20	.....	25	s 8.30	17.99	LUNDS VALLEY	VA	68.53	P	s 5.50
					6.56				
VD26	.....	44	s 8.55	24.55	POWER'S LAKE	PW	61.97	DP	s 5.30
					7.08				
VD33	.....	23	s 9.15	31.63	BATTLEVIEW	BV	54.89	DP	s 4.45
					6.38				
VD40	.....	37	s 9.35	38.01	McGREGOR	GO	48.51	DP	s 4.20
					6.31				
VD46	.....	25	s 9.55	44.32	HAMLET	HA	42.20	P	s 3.55
					5.99				
VD52	50	39	s10.30	50.31	WILDROSE	WR	36.21	DP	s 3.30
					6.88				
VD59	.....	25	s10.50	57.19	CORINTH	CN	29.33	DP	s 2.55
					7.09				
VD66	.....	35	s11.10	64.28	ALAMO	AG	22.24	DP	s 2.35
					5.50				
VD71	.....	27	s11.30	69.78	APPAM	AK	16.74	DP	s 2.15
					4.78				
VD76	.....	35	s11.45	74.56	ZAHL	ZA	11.96	DP	s 1.55
					5.64				
VD82	.....	35	s12.05Am	80.20	HANKS	HK	6.32	DP	s 1.35
					6.32				
VD88	.....	105	A 12.30Am	86.52	GRENORA	GR	.....	RDPYXB	L 1.15Am
			4.55		Time Over Subdivision				5.30
			17.6		Average Speed Per Hour				15.7

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD — NINTH SUBDIVISION — EASTWARD

Time Table No. 85
Effective April 28, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Chaffee Line Jct.	STATIONS	Telegraph Calls	Distance from Chaffee	SIGNS
.....	.....	.....	.....	CHAFFEE LINE JCT.	.....	11.59	PJ
				7.16			
R 45	.....	26	7.16	LYNCHBURG	.....	4.43	.....
				4.43			
R 46	.....	25	11.59	CHAFFEE	.....	.....	.....
				Time Over Subdivision			
				Average Speed Per Hour			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

TENTH SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 473 Daily	SECOND CLASS 289 Daily Ex. Sun.	SECOND CLASS 371 Daily Ex. Sun.	SECOND CLASS 285 Daily Ex. Sun.	SECOND CLASS 461 Daily	SECOND CLASS 613 Daily Ex. Sun.	FIRST CLASS 3 Daily	FIRST CLASS 31 Daily	Distance from Williston	Time Table No. 85 Effective April 28, 1957 STATIONS	Telegraph Calls
647	.....	Yard	..... L 11.10Pm	L 8.00Am	L 31 7.15Am	L 31 7.10Am	L 8.30Am	L 5.00Am	..... L 9.20Pm	L 371-285 7.05Am	.....	...WILLISTON.★	WN
659	.....	29	..... 11.25	f 8.15	f 7.35	f 7.25	8.45	5.20	..... 9.33	7.19	11.99	11.99 ....TRENTON....	ON
668	.....	36	..... 11.37	f 8.25	f 7.50	f 7.35	8.57	5.35	..... 9.42	7.28	20.55	8.56 ...FT. BUFORD... 5.37	.....
676	130	91	..... 11.44	f 8.32	s 8.00	A 4 7.45Am	9.05	A 5.50Am	..... 9.49	4 7.34	25.92	....SNOWDEN..★	SN
681	.....	8	..... 11.51	f 8.40	f 8.10	.....	9.13	.....	..... 9.56	7.40	31.68	5.76 .....LAKESIDE.....	.....
685	E115 W175	181	..... A 12.01Am	A 8.50Am	A 8.25Am	.....	A 9.20Am	.....	..... A 10.04Pm	A 7.47Am	38.10	6.42 .....BAINVILLE.★..	B
			.51 44.8	.50 45.7	1.10 32.7	.35 44.4	.50 45.7	.50 31.1	.44 52.0	.42 54.4		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 15 THROUGH 23.

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 611 Tue. and Thur.	SECOND CLASS 613 Daily Ex. Sun.	FIRST CLASS 291 Daily Ex. Sun.	FIRST CLASS 285 Daily Ex. Sun.	Distance from Snowden	Time Table No. 85 Effective April 28, 1957 STATIONS	Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS 292 Daily Ex. Sun.	FIRST CLASS 286 Daily Ex. Sun.	SECOND CLASS 610 Tue. and Thur.	SECOND CLASS 614 Daily Ex. Sun.
676	130	91	.....	L 5.50Am	.....	L 7.45Am	.....	..... SNOWDEN. ★	SN	74.15	BDNJP XYR	.....	A 4.50Pm	.....	A 12.05Pm
.....	.....	14	.....	6.00	.....	s 7.50	2.55	2.55 ..... NOHLE.....	.....	71.60	P	.....	s 4.42	.....	11.40
VF 9	.....	41	.....	6.20	.....	s 8.00	9.13	6.58 ..... DORE.....	D	65.02	DP	.....	s 4.28	.....	11.20
VF 14	.....	72	.....	6.50	L 11.59Am	s 8.10	14.29	5.16 ..... FAIRVIEW.....	FA	59.86	BDJKPR XY	A 9.00Am	s 4.17	.....	11.00
VF 18	.....	12	.....	7.00	f 12.07Pm	f 8.20	18.40	4.11 ..... RIDGELAWN.....	.....	55.75	P	f 8.45	f 4.10	.....	9.45
VF 25	.....	166	285-292 L 8.10Am	285-292 A 7.30Am	285-292 A 12.21Pm	A 8.30Am 291-610-613-292-611-614 L 12.21Pm	24.78	6.38 ..... SIDNEY.....	SY	49.37	DJPRW XY	285-613 L 8.35Am	L 3.54Pm	291 A 12.25Pm	L 9.30Am

TRAINS BETWEEN SIDNEY AND NEWLON JCT. BE GOVERNED BY NORTHERN PACIFIC RY. TIME TABLE AND RULES.

VF 29	.....	.....	L 8.20Am	.....	.....	L 12.27Pm	29.07	4.29 ..... NEWLON JCT.....	.....	45.08	JRP	.....	A 3.44Pm	A 12.15Pm	.....
VF 30	.....	5	8.23	.....	.....	f 12.30	30.27	1.20 ..... JENKS.....	.....	43.88	.....	.....	f 3.41	12.13Pm	.....
VF 36	.....	5	8.36	.....	.....	f 12.41	35.72	5.45 ..... EPWORTH.....	.....	38.43	.....	.....	f 3.31	11.58	.....
VF 43	.....	27	8.55	.....	.....	f 12.56	43.15	7.43 ..... GETTYSBURG.....	.....	31.00	.....	.....	f 3.16	11.39	.....
VF 51	37	35	9.14	.....	.....	s 1.12	50.75	7.60 ..... LAMBERT.....	RT	23.40	D	.....	s 3.01	11.20	.....
VF 58	.....	42	9.33	.....	.....	s 1.28	58.21	7.46 ..... ENID.....	.....	15.94	.....	.....	s 2.46	11.01	.....
VF 63	.....	10	9.44	.....	.....	f 1.38	62.64	4.43 ..... LANE.....	.....	11.51	.....	.....	f 2.36	10.50	.....
VF 74	.....	92	610 A 10.15Am	.....	.....	A 2.01Pm	74.15	11.51 ..... RICHEY.....	RC	.....	DRXY	.....	L 2.13Pm	611 L 10.20Am	.....
			2.05 23.7	1.40 14.9	.22 28.6	2.25 30.7		Time Over Subdivision Average Speed Per Hour				.25 25.2	2.37 28.3	2.05 23.7	2.35 9.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 85 Effective April 28, 1957 STATIONS	Distance from Bainville	SIGNS	FIRST CLASS 4 Daily	FIRST CLASS 32 Daily	SECOND CLASS 470 Daily	SECOND CLASS 614 Daily Ex. Sun.	SECOND CLASS 462 Daily	SECOND CLASS 372 Daily Ex. Sun.	SECOND CLASS 286 Daily Ex. Sun.	SECOND CLASS 290 Daily Ex. Sun.
AUTOMATIC BLOCK SIGNALS — Double Track										
...WILLISTON.★	38.10	BDNK OPRWX	A 8.05Am	A 5.55Pm	A 7.00Am	A 1.00Pm	A 1.40Pm	A 4.05Pm	A 5.30Pm	A 5.35Pm
11.99										
....TRENTON....	26.11	DP	7.50	5.37	6.35	12.35	1.22	f 3.44	f 5.11	f 5.19
8.56										
...FT. BUFORD...	17.55	P	7.40	5.27	6.20	12.20	1.10	f 3.33	f 4.58	f 5.06
5.37										
....SNOWDEN..★	12.18	DNJ PXYI	31-285 7.32	5.20	6.11	L 12.10Pm	1.02	f 3.24	L 4.50Pm	f 4.58
5.76										
.....LAKESIDE.....	6.42	P	7.27	5.13	6.03	.....	12.53	f 3.15	.....	f 4.49
6.42										
.....BAINVILLE.★..	.....	DNJK PXYR	L 7.19Am	L 5.06Pm	L 5.55Am	.....	L 12.43Pm	L 3.06Pm	.....	L 4.40Pm
Time Over Subdivision			.46	.49	1.05	.50	.57	.59	.40	.55
Average Speed Per Hour			49.7	46.7	35.2	31.1	40.1	38.7	38.9	41.6

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

CONDITIONAL STOPS

No. 4 stops at Snowden daily except Sunday to make transfer unless otherwise instructed.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity Sidings	Car Capacity Other Tracks	SECOND CLASS 615 Mon., Wed. and Frl.	FIRST CLASS 287 Daily Ex. Sun.	Distance from Watford City	Time Table No. 85 Effective April 28, 1957 STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS 288 Daily Ex. Sun.	SECOND CLASS 616 Mon., Wed. and Frl.
VG 37	.....	128	L 616 11.30Am	L 288 10.29Am	.....	.....WATFORD CITY.....	WF	37.02	DRXY	A 287 10.20Am	A 616 11.00Am
						7.40					
VG 29	.....	40	11.50	s 616 10.47	7.40	.....ARNEGARD.....	NE	29.62	D	s 10.01	287 10.47
						5.26					
VG 24	.....	30	12.05Pm	s 11.01	12.66	.....RAWSON.....	RA	24.36	D	s 9.50	10.33
						4.88					
VG 19	.....	39	12.20	s 11.14	17.54	.....ALEXANDER.....	A	19.48	D	s 9.40	10.09
						5.91					
VG 13	.....	33	12.38	s 11.30	23.45	.....CHARBONNEAU.....	AU	13.57	D	s 9.30	9.50
						7.86					
VG 6	.....	30	12.59	s 11.47	31.31	.....CARTWRIGHT.....	CG	5.71	D	s 9.10	9.25
						5.71			BDJPR		
VF 14	.....	72	A 1.20Pm	A 11.59Am	37.02	.....FAIRVIEW.....	FA	.....	XY	L 9.00Am	L 9.10Am
			1.50	1.30		Time Over Subdivision				1.20	1.50
			20.2	24.7		Average Speed Per Hour				27.8	21.9

Eastward trains are superior to westward trains of the same class.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 85

Effective April 28, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 371 Daily Ex. Sunday	FIRST CLASS 289 Daily Ex. Sunday	Distance from Bainville	STATIONS	Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS 290 Daily Ex. Sunday	SECOND CLASS 372 Daily Ex. Sunday
685	W175 E115	181	L 8.25Am	L 9.10Am		BAINVILLE ★	B	146.60	BDNJK PRWXY	A 4.40Pm	A 3.06Pm
						10.64					
VC 11	41	22	s 8.52	s 9.31	10.64	McCABE	MC	135.96	DP	s 4.16	s 2.39
						8.66					
VC 19		34	s 9.14	s 9.49	19.30	FROID	FD	127.30	DP	s 3.58	s 2.17
						6.36					
VC 26		40	s 9.30	s 10.02	25.66	HOMESTEAD	HO	120.94	DP	s 3.45	s 2.01
						5.96					
VC 32		34	s 9.45	s 10.14	31.62	MEDICINE LAKE	MK	114.98	DP	s 3.30	s 1.45
						7.50					
VC 39		25	s 10.04	s 10.30	39.12	RESERVE	RS	107.48	DP	s 3.15	s 1.26
						6.28					
VC 45		25	s 10.20	s 10.43	45.40	ANTELOPE	AN	101.20	DP	s 3.02	s 1.10
						8.00			DP		
VC 53	40	63	s 10.50	s 11.01	53.40	PLENTYWOOD	NY	93.20	XY	s 2.50	s 12.50Pm
						6.42					
VC 61		19	f 11.08	f 11.14	59.82	MIDBY		86.78		f 2.38	f 11.49
			372-289	371-372		6.74					289-371
VC 66		25	s **11.28**	s **11.28**	66.56	ARCHER		80.04	P	s 2.24	s **11.28**
						6.86					
VC 71		35	s 11.52	s 11.42	73.42	REDSTONE	RD	73.18	DP	s 2.10	s 11.07
						6.51					
VC 78		18	s 12.09Pm	s 11.58	79.93	NAVAJO		66.67	P	s 1.57	s 10.47
						5.45					
VC 85		35	s 12.27	s 12.17Pm	85.38	FLAXVILLE	FX	61.22	DP	s 1.46	s 10.30
						5.16					
VC 91		25	s 12.43	s 12.27	90.54	MADOC		56.06	P	s 1.35	s 10.13
						7.43			DP	371	
VC 98	37	126	s **1.20**	A 12.45Pm	97.97	SCOBEY	SC	48.63	XY	L **1.20Pm**	s 9.50
			290			8.53					
VC106		24	s 1.50		106.50	FOUR BUTTES	FO	40.10	DP		s 9.20
						5.97					
VC112		23	s 2.15		112.47	GLUTEN		34.13			s 9.02
						5.54					
VC118		35	s 2.35		118.01	PEERLESS	PR	28.59	DP		s 8.45
						11.50					
VC129		30	s 3.15		129.51	RICHLAND	CA	17.09	DP		s 8.10
						9.87					
VC139		34	s 3.45		139.38	GLENTANA	G	7.22	DP		s 7.30
						7.22			DPR		
VC147	0	122	A 4.15Pm		146.60	OPHEIM	OM		XY		L 7.00Am
			7.50	3.35		Time Over Subdivision				3.20	8.06
			18.7	27.3		Average Speed Per Hou				29.4	18.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

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.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is ..... Passenger 59 MPH Freight 49 MPH

This does not modify Rule 93. Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

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-810.... 65 MPH
cabooses X-830 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 .....All switches.
J D Switch.....Crossover between main track and eastward freight track.
C K Switch .....Crossover between main track and eastward freight 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.
Palermo.....East and west siding switch.
Stanley .....East and west switch westward siding.
Ross .....West switch Ross siding.
Wheelock .....End of double track.
Bainville .....West switch westward siding.
Williston .....West yard lead.
Snowden .....End of double track.
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 C-1 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2303-2350 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 711, 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	50 MPH
175 to 232, 247 to 249, 253 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 583, 600 to 678, 681 to 711	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2303 to 2324	50 MPH
2325 to 2350	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 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.

   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 [illegible] 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.

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. 31, 32, 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.

28. Rule 19 figures 2 to 9 inclusive, and Rule 19B are supplemented as follows:

When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.

The built-in electric markers, or electric signal lamps used as markers, must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

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. 31 and 27 passing depot		40 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

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

Nos. 31 and 32 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. 311, 312, 343, 344, 367, 368, 369, 370.

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. 311 and 312 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 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, approximat[illegible] 4 miles west of Kent.

Eastward trains, between MP 117 and MP 116, approximat[illegible] 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.
Hannaford, west 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. crossi[illegible]
Moorhead Jct.	N. P. Ry. crossi[illegible]
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.

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.
Pinkham, County Road 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, engines will not clear bulkheads.

5. **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.

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

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

7. **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.

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

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

Gavin Yard ....."JD" crossovers between main track and eastward freight track and between eastward and westward freight tracks.

Gavin yard....“CK”, crossover between main tracks and eastward freight track.

Soo Tower ....at west end of eastward and westward freight tracks near 2nd St. N. W. Viaduct.

9. AUTOMATIC INTERLOCKINGS.
Norfolk .....MStP&SSM. RR. crossing

10. Between Soo Interlocking Minot and west end of Gavin Yard .....Automatic Block Signals of color light type govern the movement of trains and yard movements by signal indication in the direction of the current of traffic on the eastward and westward freight main tracks.

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. 31 and No. 32 passing depot..... 30 MPH
Tioga—No. 28 passing depot ..... 30 MPH
Tioga, No. 31 and No. 32 passing depot ..... 40 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. 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.

8. 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.

9. CROSSOVERS ON DOUBLE TRACK.

Trailing Point
Epping, Spring Brook.

10. 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.

11. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Eastward trains, at signal 6.8 approximately three miles east Ralston.
Westward trains at signal 2.5, approximately one mile east Bridge 122.8 (Gassman Bridge).

12. MANUAL INTERLOCKINGS.

Minot .....MStPSSM. RR. crossing
Wheelock .....end of double track

13. 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.

14. 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.

15. 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 Kindred	60 MPH	50 MPH
Kindred and Nolan	40 MPH	30 MPH

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

3. 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.

4. 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.

5. 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.

6. 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.

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.

8. AUTOMATIC INTERLOCKINGS.
Davenport .....N. P. Ry. 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. 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. 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. 311 and 312 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 respectively at that point.
(b) At Amenia, clearance under which Nos. 368 and 370 arrive will clear Nos. 367 and 369 respectively at that point.
(c) 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 only for Nos. 367-368 and 369-370

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

WATCH INSPECTORS

George Nordahl ..... Breckenridge, Minn.

Hawkinson Jewelry ..... New Rockford, N. D.

Telegraph Office, Psgr. Depot ..... 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.

Operators ..... Bainville, Mont.
Bainville, comparison only.

Catherine C. Lynch ..... Plentywood

John B. Stockhill ..... Sidney

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	46.2
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.8	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	66.7	1	45	34.3
	55	65.5	1	50	32.7
	56	64.3	1	55	31.3
	57	63.2	2	—	30.0
	58	62.1	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	58.1	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.3	4	—	15.0
1	5	55.4	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.6
1	8	52.9	8	—	7.5
1	9	52.2	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	1.62 miles west of Erie Jct.	38	East
Second Subdivision			
Falsen Pit	3.02 miles east Verendrye	122	East
Third Subdivision			
Blaisdell Pit	1.35 miles east Blaisdell	215	East
Lovejoy Mine Spur	0.13 miles west Avoca	43	East
Fifth Subdivision			
Kincaid Storage Track	0.36 miles east Kincaid	80	East & West
Noonan Storage Track	1.67 miles east Noonan	68	East & West
Ninth Subdivision			
J. C. Jenson Spur Track	1.58 miles east of Chaffee	10	West
Tenth Subdivision			
Marley Beet Track	4.65 miles east of Ft. Buford	38	East end
Eleventh Subdivision			
State Line Beet Spur	3.43 miles east of Dore	21	East & West
Cowles Beet Track	2.31 miles west of Dore	19	East & West
Ludington Beet Track	2.44 miles east of Ridgelawn	19	East & West
Wooley Beet Track	4.07 miles east of Sidney	33	East & West
Twelfth Subdivision			
Hardy Beet Track	1.46 miles east of Fairview	61	East & West
Thirteenth Subdivision			
Plentywood Pit Track	3.94 miles west of Plentywood	32	East & West

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.

TENTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Williston and Bainville	79 MPH	50 MPH

2. TRAIN REGISTER EXCEPTIONS.

Register of regular trains at Williston will cover their arrival at Snowden.

All trains register by ticket at Bainville.

3. SPEED TEST BOARDS.

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

Westward—Between MP 125 and 127 approximately 3 miles west of Williston.

4. CROSSOVERS ON DOUBLE TRACK.

Facing point,	Trailing point,
Snowden.	Fort Buford.
	Trenton.

5. SPRING SWITCHES WITH FACING POINT LOCK.

Bainville, west switch westward siding.

6. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Snowden.....end of double track and east siding switch
These switches are electrically controlled by operator at depot.

7. SWITCH INDICATORS.

Snowden.

Push buttons and instructions for their operation are in the iron box locked with a switch lock.

The member of the crew who is to line switches must first operate push button "R" for route desired and hold few seconds. Both trainman and engineer must observe and be governed by the indicator before lining switch or fouling main track.

ELEVENTH SUBDIVISION

(Richey Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Snowden and Richey	30 MPH	25 MPH

2. SPEED RESTRICTIONS.

Sidney, over Main Street and Third street northeast crossings ..... 15 MPH

3. Snowden, normal position of Eleventh Subdivision switch is for east leg of wye.

4. MANUAL INTERLOCKINGS.

Snowden, 2 miles west of .....drawbridge 12.1
Interlocking signals at east and west approach govern train movements over bridge.

5. SWITCH INDICATORS.

Switch indicator consisting of a single yellow light (normally dark) and push-button-controller mounted on iron mast located at clearance point of Richey 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 Richey Line to main track. If indicator displays yellow light when the push-button-controller is operated, switch may be lined and movement made to main track immediately, in accordance with train rights and operating rules. If the push-button-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.

TWELFTH SUBDIVISION

(Watford City Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

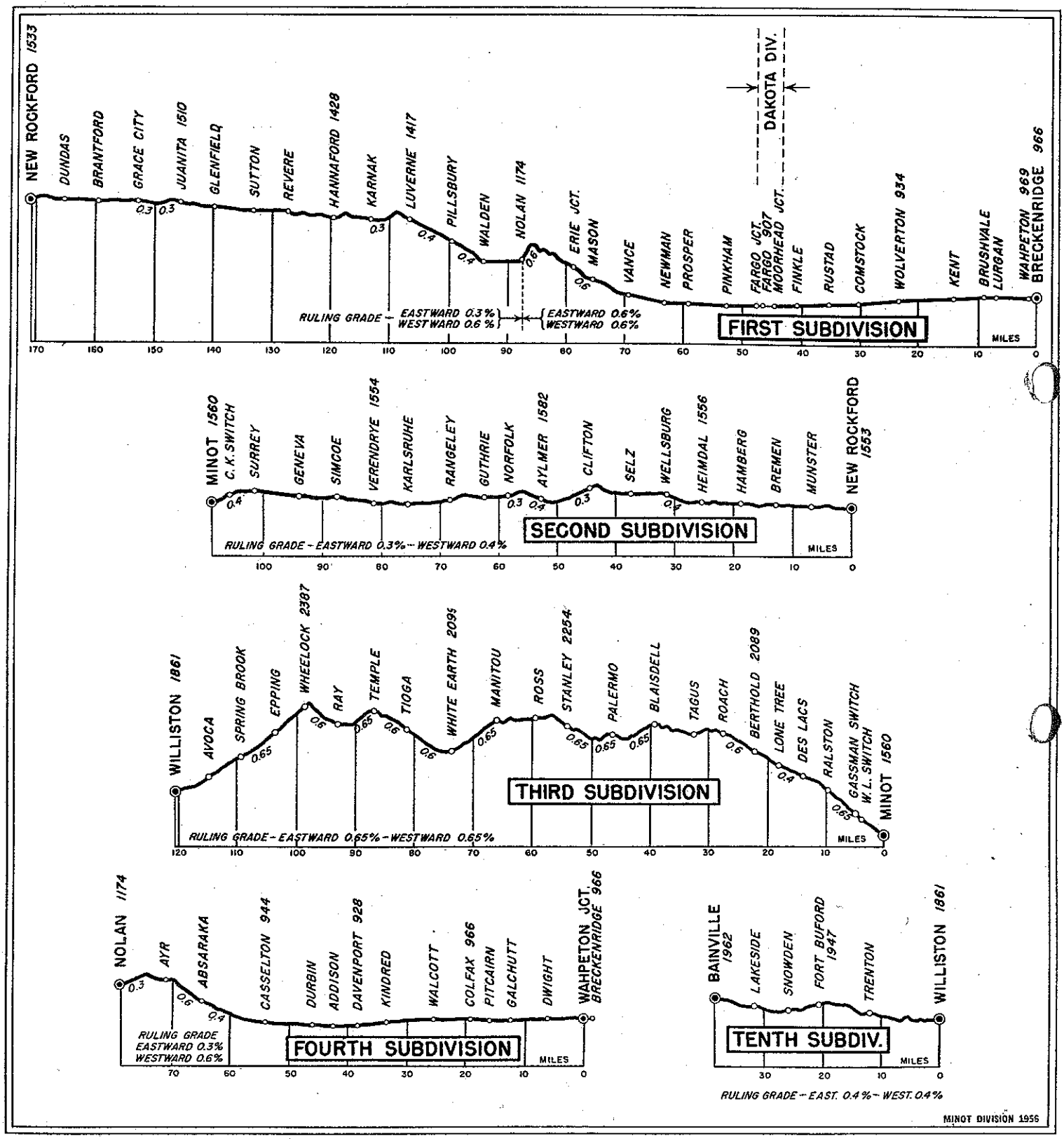
Between	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH

THIRTEENTH SUBDIVISION

(Opheim Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Bainville and Redstone	35 MPH	25 MPH
Redstone and Scobey	35 MPH	20 MPH
Scobey and Opheim	25 MPH	20 MPH


NEW ROCKFORD 1533
DUNDAS
BRANTFORD
GRACE CITY
JUANITA 1510
GLENFIELD
SUTTON
REVERE
HANNAFORD 1428
KARNAK
LUVERNE 1417
PILLSBURY
WALDEN
NOLAN 1174
ERIE JCT.
MASON
VANCE
NEWMAN
PROSPER
PINKHAM
FARGO JCT.
FARGO 907
MOORHEAD JCT.
DAKOTA DIV.
FINKLE
RUSTAD
COMSTOCK
WOLVERTON 934
KENT
BRUSHVALE
LURGAN
WAHPETON 969
BRECKENRIDGE 966
RULING GRADE – EASTWARD 0.3% WESTWARD 0.6% EASTWARD 0.6% WESTWARD 0.6%
FIRST SUBDIVISION
MILES
MINOT 1560
C.K. SWITCH
SURREY
GENEVA
SIMCOE
VERENDRYE 1554
KARLSRUHE
RANGELEY
GUTHRIE
NORFOLK
AYLMER 1582
CLIFTON
SELZ
WELLSBURG
HEIMDAL 1556
HAMBERG
BREMEN
MUNSTER
NEW ROCKFORD 1553
RULING GRADE - EASTWARD 0.3% - WESTWARD 0.4%
SECOND SUBDIVISION
MILES
WILLISTON 1861
AVOCA
SPRING BROOK
EPPING
WHEELOCK 2387
RAY
TEMPLE
TIOGA
WHITE EARTH 2095
MANITOU
ROSS
STANLEY 2254
PALERMO
BLAISDELL
TAGUS
ROACH
BERTHOLD 2089
LONE TREE
DES LACS
RALSTON
GASSMAN SWITCH
W.L. SWITCH
MINOT 1560
RULING GRADE - EASTWARD 0.65% - WESTWARD 0.65%
THIRD SUBDIVISION
MILES
NOLAN 1174
AYR
ABSARAKA
CASSELTON 944
DURBIN
ADDISON
DAVENPORT 928
KINDRED
WALCOTT
COLFAX 966
PITCAIRN
GALCHUTT
DWIGHT
WAHPETON JCT.
BRECKENRIDGE 966
RULING GRADE EASTWARD 0.3% WESTWARD 0.6%
FOURTH SUBDIVISION
MILES
BAINVILLE 1962
LAKESIDE
SNOWDEN
FORT BUFORD 1947
TRENTON
WILLISTON 1861
TENTH SUBDIV.
MILES
RULING GRADE – EAST. 0.4% – WEST. 0.4%
MINOT DIVISION 1956