

COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
 *Dr. Hugo F. Schroeckenstein, Asst. to Chf. Med. Officer
 St. Paul, Minn.
 *Dr. Louis T. O'BrienBreckenridge, Minn.
 Dr. C. W. JacobsonBreckenridge, Minn.
 Dr. Paul J. BeithonWahpeton, N. D.
 *Dr. V. G. BorlandFargo, N. D.
 Dr. G. Howard HallFargo, N. D.
 *Dr. C. G. OwensNew Rockford, N. D.
 *Dr. L. H. KermottMinot, N. D.
 *Dr. M. G. FlathStanley, N. D.
 *Dr. Robert GoodmanPowers Lake, N. D.
 *Dr. C. O. McPhailCrosby, N. D.
 Dr. E. O. HarveyTioga, N. D.
 *Dr. J. P. CravenWilliston, N. D.
 *Dr. J. D. CravenWilliston, N. D.
 Dr. Edward J. HaganWilliston, N. D.
 Dr. Robert C. KochWilliston, N. D.
 *Dr. R. D. HarperSidney, Montana
 Dr. A. H. LamalWatford City, N. D.
 *Dr. Harold MessingerPlentywood, Mont.
 Dr. John C. FawcettDevils Lake, N. D.
 *Dr. Glenn W. ToomeyDevils Lake, N. D.
 Dr. R. Donald McBaneDevils Lake, N. D.
 *Dr. W. R. FoxRugby, N. D.
 *Dr. O. W. JohnsonRugby, N. D.
 Dr. J. L. MariBottineau, N. D.
 Dr. A. B. LandLeeds, N. D.
 Dr. A. R. NeunenschwanderRolla, N. D.
 Dr. Peter V. Morrison.....Towner, N. D.
 *Designates also Examining Surgeon.

OPHTHALMOLOGIST (Eye Doctors)

- Dr. Burton G. OlsonMinot, N. D.
 Dr. John E. RuudGrand Forks, N. D.

- R. R. Conway, Chief Dispatcher.
 D. S. Kukull, Master Mechanic.
 T. G. Kotnour, Traveling Engineer.
 N. P. Moylan, Traveling Engineer.
 E. D. Shabert, Traveling Engineer.
 R. L. Bushaw, Traveling Engineer.
 P. H. Johns, Supervisor Gavin Yard.
 D. D. Hoag, Trainmaster.
 D. H. Burn, Trainmaster.
 P. R. Ruppel, Trainmaster.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 116

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

Thursday, June 1, 1967

ON THE VARIOUS SUBDIVISIONS
 CENTRAL TIME IS SHOWN IN BLACK
 MOUNTAIN TIME IS SHOWN IN RED

E. F. OVIATT, Superintendent.
 R. N. WHITMAN, General Manager.

H. J. SURLS
 General Superintendent Transportation.

Printed in U.S.A.

Station Numbers	Car Capacity		FIRST CLASS			Distance from Wahpeton Jct.	Time Table No. 116 Effective June 1, 1967	STATIONS	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	3	27	31							28	4	32	14
			Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
03208				1.08pm	12.55Am		Wahpeton Jct. 12.39		277.92	PJ			A 1.41Am	A 5.44pm	
10012	87	42		1.20	1.07	12.39	KENT 9.01	KN	265.53	OP			1.28	5.33	
10021	87	50		1.29	1.15	21.40	WOLVERTON 6.81	WO	256.52	OP			1.15	5.25	
10028		76		1.35	1.22	28.21	COMSTOCK 14.70	CM	249.71	OP			1.04	5.19	
10041	142	172		A 1.50pm	A 1.36Am	42.91	MOORHEAD Jct.	MJ	235.01	ICPYJ			12.47Am	5.05pm	

TRAINS BETWEEN MOORHEAD JCT. AND FARGO JCT. ARE GOVERNED BY DAKOTA DIVISION TIME TABLE.

Station Numbers	Car Capacity	Distance from Moorhead Jct.	Time	Station	Distance from Fargo Jct.	Time	Station	Distance from Minot	Time	Station	Distance from Minot	Time	Station	Distance from Minot	Time
10049			2.13pm	FARGO JCT	232.08	1.58Am	F	45.84	10.17Am	QBKPF RWYT		12.27Am			
56111	67	23	2.24	PROSPER	220.68	2.09	RO	57.24	10.06	OP		12.16			
00707	62		2.34	VANCE	210.24	2.19		67.68	9.56	YRTPJ		12.06Am			
00718	67	32	2.40	MASON	204.19	2.25		73.73	9.50	P		11.59			
00716			2.43	ERIE JCT.	201.16	2.28		76.76	9.47	PJ		11.56			
00724	112	9	2.51	NOLAN	192.40	2.36		85.52	9.39	PJQ		11.48			
00736	137	27		PILLSBURY	180.30		BX	97.62		OP					
00744	176	33		LUVERNE	172.91		NE	105.01		OP					
00750		46		KARNAK	166.55		NA	111.37		OP					
00757	185	27	s 3.19	HANNAFORD	160.16	3.08	HO	117.76	s 9.09	QIOP		11.18			
00770	186	34		SUTTON	146.76		S U	131.16		OP					
00777		52		GLENFIELD	139.79		GD	138.13		OP					
00784	186	34	3.46	JUANITA	133.23			144.69	8.42	QP					
00790		45		GRACE CITY	126.79		G	151.13		OP					
00796	181	33		BRANTFORD	120.40		B F	157.52		OP					
00808	201	509	4.12	NEW ROCKFORD	108.81	3.57	KO	169.11	8.20	IRCPB KQWFT		10.35			
00820	177	35	4.20	BREMEN	96.32	4.05	BN	181.60	8.15	OP		10.28			
00827		43		HAMBERG	90.21		MA	187.71		OP					
00833	175	32	4.45	HEIMDAL	83.80	4.29	HD	194.12	7.51	OP		10.04			
00839		53		WELLSBURG	77.70		WX	200.22		OP					
00845	175	34		SELZ	71.38		Z	206.54		OPQ					
00861	188	34	5.13	AYLMER	56.07			221.85	7.27	PQ		9.41			
00870	179	35		GUTHRIE	46.32			231.60		P					
00883	173	33		KARLSRUHE	33.51		RA	244.41		OPQ					
00896	185	34		SIMCOE	21.22		S C	256.70		OP					
05495	52		5.45pm	SURREY	7.13	5.40		270.79	6.45	PJY		A 9.09Am	9.00		
00913				J.D. SWITCH	3.86		GY	274.06		IPY					
		166		C.K. SWITCH	2.49			275.43		PI					
00917	Yard	5258	A 6.00pm	MINOT		A 5.50Am	AD	277.92	6.35Am	CIRPWK FYBQT		9.00Am	8.50pm		
			.15			4.55			3.42			.09	4.51		.39
			28.5	4.52	56.5				62.7			47.5	57.3		66.0

Westward trains are superior to eastward trains of the same class except in CTC TERRITORY.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS			Distance from Minot	Time Table No. 116			Telegraph Calls	Distance from Balmville	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks	219	27	31	Effective June 1, 1967			28	32				220			
			Daily Ex. Sun.	Daily	Daily	STATIONS			Daily	Daily				Daily Ex. Sun.			
00917	Yard	5258	7.20Am	6.25Pm	6.00Am	4.31	ABS Double Track	MINOT	AD	158.08	BIRCPW TKFYQ	A 6.20Am	A 8.40Pm	A 2.20Pm			
					4.94	W. L. SWITCH			153.77		IP	6.12	8.32				
00930	57	16	7.40			13.47		GASSMAN SWITCH		153.14		IP					
00939	129	234	A 7.50Am	6.52	6.32	22.34		DES LACS	DE	144.61		OP			2.01		
								BERTHOLD	BD	135.74		JOPRQ	5.53	8.11	1.50Pm		
00949	142	16				32.03		TAGUS		126.05		P					
00956	183	17				38.86		BLAISDELL	BX	119.22		OP					
00963	132	258				45.83		PALERMO	PA	112.25		OP					
00970	194	126		s 7.33	7.03	53.65		STANLEY	SA	104.43		CQTPW	s 5.17	7.33			
00978	156	18				60.97		ROSS	VR	97.11		OP					
00990	132	25				73.01	WHITE EARTH	WH	85.07		OP						
00998	110	456		s 8.03	7.31	80.86	TIOGA	OG	77.22		OPQ	s 4.50	7.07				
01003	133	17				86.40	TEMPLE		71.68		P						
01009	103	43				92.65	RAY	RX	65.43		OP	4.37	6.55				
01015	175	29				97.93	WHELOCK	W	60.15		OPQ						
01020		99				102.97	EPPING	PG	55.11		OP						
				8.40	8.03	114.30	AVOCA		43.78		P						
01037	Yard	1701		A 8.47	A 8.10	119.99	WILLISTON	WN	38.09		RCPW KBTFYQ	4.05	6.25				
01037				8.10	7.20		WILLISTON	WN			Q	A 2.50	A 5.15				
01049	292	20				131.98	TRENTON	ON	26.10		OP						
01063	234	91				145.89	SNOWDEN		12.19		QJPT						
01075	165	200		A 8.50Pm	A 8.05Am	158.08	BAINVILLE	B			OQJPT	2.10Am	4.35Pm				
			.30	3.25	3.05		Time Over Subdivision Average Speed Per Hour					3.10	3.05	.30			
			44.7	46.3	51.3							49.9	51.3	44.7			

WESTWARD THIRD SUBDIVISION EASTWARD

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 116			Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective June 1, 1967				
				STATIONS				
01063	234	91		SNOWDEN			JPTQ	
59209		40	9.13	DORE			P	
59215		77	14.39	FAIRVIEW	FA		OJPYT	
59225		171	24.78	SIDNEY	SY		BOJPYT	

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 116			SIGNS
			Effective June 1, 1967			
			STATIONS			
59337	112		WATFORD CITY		OT	
59329	38	7.40	ARNEGARD		O	
59319	38	17.54	ALEXANDER		O	
59313	33	23.45	CHARBONNEAU		O	
59306	30	31.31	CARTWRIGHT		O	
59214	77	37.02	FAIRVIEW		OJPYT	

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

Westward trains are superior to eastward trains of the same class on the Second subdivision except on DOUBLE TRACK or in CTC TERRITORY.

CONDITIONAL STOPS

No. 27 will stop at Ray to discharge revenue passengers from Minot and east.
 No. 28 will stop at Ray on flag to pick up revenue passengers for points Minot and east
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

59229		29.07	4.29	NEWLON JCT.	JP
59251	37	35	21.68	LAMBERT	O
59274		92	23.40	RICHEY	OT

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 219 Daily Ex. Sun.	Distance from Berthold	Time Table No. 116 Effective June 1, 1967	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 220 Daily Ex. Sun.
	Sidings	Other Tracks							
00939	129	234	7.50Am			BERTHOLD	BD	OYQ PJR	A 1.50Pm
58620		34	8.24	20.53		COULEE	C	O	1.15
58627		34	8.36	27.55		KENASTON	K	O	1.01
58634	33	30	8.47	34.18		NIOBE	NB	JROT	12.48
58641	32	30	8.58	40.89		COTEAU	CA	O	12.35
58655	46	88	9.22	55.10		LIGNITE	NG	O	12.07Pm
58657				57.21		LIGNITE JCT.		JR	
58665		16	9.42	65.17		KINCAID	KC	OTY	11.47
58668	110	33	9.47	68.63		LARSON	RN	O	11.41
58675		37	10.01	75.54		NOONAN	NX	OY	11.27
58688		130	A 10.27Am	88.71		CROSBY	CY	ROTY	11.07Am
			2.37 33.9			Time Over Subdivision Average Speed Per Hour			2.43 32.6

WESTWARD TENTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks	Distance from Stanley	Time Table No. 116 Effective June 1, 1967	STATIONS	SIGNS
58812	34	13.15		LOSTWOOD	P
58825	44	26.02		POWER'S LAKE	OP
58832	23	33.10		BATTLEVIEW	OP
58838	37	39.47		McGREGOR	OP
58850	39	51.78		WILDROSE	OP
58857	25	58.66		CORINTH	OP
58864	35	65.75		ALAMO	OP
58870	27	71.24		APPAM	OP
58875	35	76.03		ZAHL	OP
58880	35	81.67		HANKS	OP
58887	105	87.99		GRENOIRA	OPT
				Time Over Subdivision Average Speed Per Hour	

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bismarck	Time Table No. 116 Effective June 1, 1967	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	373	371					372	374
			Daily Ex. Sun.	Daily Ex. Sun.		STATIONS			Daily Ex. Sun.	Daily Ex. Sun.
01075				8.25Am		BAINVILLE	B	QOJPRT	A 1.20Pm	
59009	42	22		8.52	10.64	McCABE	MC		1.01	
59018		33		9.14	19.30	FROID	FD	OP	12.45	
59024		39		9.30	25.66	HOMESTEAD	HO	OP	12.30	
59030		34		9.45	31.62	MEDICINE LAKE	MK	OP	12.15	
59038		29		10.04	39.12	RESERVE	RS	OP	12.01Pm	
59044		24		10.20	45.40	ANTELOPE	AN	OP	11.45	
59052	40	86	11.45Am	A 10.50Am	53.40	PLENTYWOOD	NY	OPRYQ	11.30Am	A 11.05Am
59072		34	12.15Pm		73.42	REDSTONE	RD	OP	10.25	
59084		34	12.45		85.38	FLAXVILLE	FX	OP	10.10	
59097	37	101	1.15		97.97	SCOBEY	SC	OPYQ	9.50	
59105		24	1.45		106.50	FOUR BUTTES	FO	OP	9.20	
59117		35	2.25		118.01	PEERLESS	PR	OP	8.45	
59123		30	3.05		129.51	RICHLAND	CA	OP	8.10	
59133		34	3.35		139.33	GLENTANA	G	OP	7.30	
59145		122	A 4.01Pm		146.60	OPHEIM	OM	BOPRTQ	7.00Am	
			4.16 21.8	2.25 22.1		Time Over Subdivision Average Speed Per Hour			1.60 29.1	4.65 22.8

Westward trains are superior to eastward trains of the same class on the Ninth and Eleventh Subdivisions except No. 374 is superior to No. 373.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

6 WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from Devils Lake	Time Table No. 116 Effective June 1, 1967	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS						
	Sidings	Other Tracks			3	Daily						4				Daily		
05384	Yard	683				3.47 ^{pm}		DEVILS LAKE	WS	BCJKQ PRYZT	A	11.07 ^{Am}						
05391		18				3.54	7.08	GRAND HARBOR		P		10.59						
05396	74	33				3.59	12.98	PENN	PN	OP		10.53						
05402	126	86				4.05	18.95	CHURCHS FERRY	FY	OJPRYTQ	f	10.47						
05414	160	31				4.15	30.37	LEEDS	JD	OPU	s	10.36						
05420	86	48				4.22	36.69	YORK	XN	OJPRYT		10.30						
05426	54	34				4.28	42.68	KNOX	OX	OP		10.24						
05432		43				4.34	48.21	PLEASANT LAKE	A	OP		10.19						
05441	124	253				4.46	57.24	RUGBY	BU	FQCPRYT	s	10.09						
05446	67	18				4.52	62.46	TUNBRIDGE		P		10.01						
05452	68	29				4.58	68.75	BERWICK		P		9.55						
05460	157	73				5.07	76.18	TOWNER	OW	OQJPRYT	s	9.47						
05468	68	17				5.16	84.98	DENBIGH		P		9.37						
05481	67	79				5.30	97.08	GRANVILLE	J	OJPRYT		9.24						
05487	68	28				5.37	103.94	NORWICH		P		9.17						
05495		24				5.45 ^{pm}	111.15	SURREY		PJY		9.09 ^{Am}						
						1.58 56.5		Time Over Subdivision Average Speed Per Hour				1.58 56.5						

THIRTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 116 Effective June 1, 1967	STATIONS	SIGNS
	Sidings	Other Tracks				
05402	126	86			CHURCHS FERRY	OJPRYTQ
58015	50	119	15.38		CANDO	O
58028		35	27.84		BISBEE	OU
58035		35	35.16		PERTH	O
58047		41	47.41		ROLLA	O
58055		32	54.82		ST. JOHN	OT

FOURTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 116 Effective June 1, 1967	STATIONS	SIGNS
05420	134			YORK	OJPRYT
58114	35	14.33		WOLFORD	O
58127	45	27.34		ROLETTE	OU
58134	36	34.19		THORNE	O
58142	66	41.94		DUNSEITH	OT

Westward trains are superior to eastward trains of the same class on the Twelfth Subdivision.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

FIFTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 116 Effective June 1, 1967	Telegraph Calls	SIGNS
STATIONS					
05441	253	.....	..... RUGBY	RU	CBJQKP FRYT
58213	35	12.76	12.76 BARTON		O
58221	49	21.21	21.21 WILLOW CITY		O
58228	12	28.58	28.58 OMEMEE		U
58238	114	38.10	38.10 BOTTINEAU		O
58245	29	44.76	44.76 CARBURY		O
58251	48	51.10	51.10 SOURIS		O
58256	35	56.63	56.63 ROTH		O
58262	28	61.72	61.72 LANDA		O
58267	97	67.24	67.24 WESTHOPE		O
58280	45	80.24	80.24 ANTLER		OT

EIGHTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatman Line Jct.	Time Table No. 116 Effective June 1, 1967	SIGNS
STATIONS				
58515	182	15.82	15.82 TATMAN LINE JCT.	YJ
			15.82 TATMAN	

SIXTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 116 Effective June 1, 1967	SIGNS
STATIONS				
05460	230	.....	..... TOWNER	OJPRQTY
58322	35	22.14	22.14 UPHAM	O
.....	.....	30.86	30.86 SOO LINE CROSS'G.	U
58335	48	34.82	34.82 NEWBURG	O
58345	40	45.46	45.46 MAXBASS	OT

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Graaville	Time Table No. 116 Effective June 1, 1967	SIGNS
STATIONS				
05481	146	.....	..... GRANVILLE	OJPRTY
58413	38	13.00	13.00 DEERING	O
58424	35	24.47	24.47 GLENBURN	O
58435	46	35.27	35.27 LANSFORD	OU
58446	110	46.36	46.36 MOHALL	O
58461	73	61.22	61.22 SHERWOOD	OT

SPEED TABLE

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
	46	78.8	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.9
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.9
1	8	52.9	5	—	13.0
1	9	52.2	6	—	10.8
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations:

Wahpeton	
Junction.....	Junction switch to Fifth Subdivision.
Moorhead Jct.....	Jct. switch.
Vance.....	West wye switch.
	East siding switch.
Casselton.....	East siding switch and Jct. switch.
Nolan.....	West siding switch.
Luverne.....	East and west siding switch.
Juanita.....	East and west siding switch.
New Rockford.....	West yard lead.
Heimdal.....	East and west switch.
Selz.....	East and west siding switch.
Aylmer.....	East and west siding switch.
Guthrie.....	East and west siding switch.
Simcoe.....	East and west siding switch.
Surrey.....	All switches.
C K Switch.....	Crossover between main track and eastward freight track.
W. L. Switch.....	End of double track east end Gassman Bridge.
Gassman	End of double track west end Gass-
Switch.....	man Bridge.
Des Lacs.....	End double track.
Berthold.....	East switch of control siding.
Palermo.....	East and west siding switch.
Stanley.....	East and west switches of control sid-
	ings north and south of main track.
Ross.....	West switch of control siding.
Williston.....	West yard lead.
Trenton.....	East and west siding switch and all
	crossovers.
Snowden.....	East and west siding switch
Bainville.....	East and west switches of control sid-
	ing.
Nolan.....	Junction switch First to Fifth Sub-
	division.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 95039 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs on flat cars except cars equipped with permanent steel side stakes; trains or engines moving in facing point direction at spring switches without facing point lock:
Trains or engines thru No. 15 turnouts at following locations.
Moorhead Jct.—West switch siding.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 95039, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.
Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61000 through 61009 and 61500 through 61524 in passenger trains at passenger train speeds.

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains.

Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 through 195.
79 MPH.....	320 thru 333, 350 thru 375, 400 thru
	417, 500 thru 512, 679, 680, 2350, 2500
	thru 2529, 3026 thru 3040.
65 MPH.....	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars and multi-level automobile cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at reduced speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules. Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

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

5. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

6. 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.

7. 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.

Regarding Rule 2 of the Consolidated Code of Operating Rules. Approved type wrist watches are Elgin B. W. Raymond Model, 13/0, size, 23 jewels, Ball Official Standard wrist watch, 1604 B, stainless steel, 13/0 Ligne, 21 jewel, Bulova Accutron Railroad Model, Hamilton 505 and Bulova 23J.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Wahpeton Jct. and Minot	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

CMStP&P. RR. Crossing 3.56 miles west of Wahpeton Jct.	60 MPH	35 MPH
Between Home Signals of Interlockings at:	20 MPH	
New Rockford, eastward trains over N.P. crossing.		
Minot, all trains over footwalk just east of depot	10 MPH	

3. TRAIN REGISTER EXCEPTIONS.

Nos. 31, 32, 27 and 28 will register by ticket at New Rockford. Minot, first class trains and passenger extras, will register at passenger station, other trains at yard office.

Fargo—Register is for First and Second class trains and passenger extras.

Fargo Jct.—Register is only for freight trains.

Vance, register when directed by Train Order.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Wahpeton Jct., Nolan, Vance and Surrey, trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.

Fargo—All Minot Division trains receive clearance at passenger station. Such clearance will clear westward trains at Fargo Jct. under Rule 83(B) and eastward trains at Moorhead Jct. under Rule 83(B).

All trains must obtain Clearance Form A at New Rockford.

Eastward freight trains originating at Gavin Yard will obtain clearance there.

5. SPEED TEST BOARDS.

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

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

Westward trains between MP 10.7 and MP 11.7 approximately 1 1/2 miles east of Prosper.

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

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.

Vance, west wye switch.

Normal position is for First Subdivision.

7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, 50 feet East of East siding switch Luverne.

Eastward trains, on 10 foot mast at West switch Karnak.

Eastward trains 2,800 feet west of signal 461.2. (Verendrye)

Westward trains, at signal 458.5, approximately one mile east of Verendrye depot.

8. MANUAL INTERLOCKINGS.

N. P. Ry. crossingMoorhead Jct.
Whistle signal for routes:

Moorhead Jct., First Subdivision1 long, 1 short
Siding3 long, 1 short

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Minot.....Soo Tower just west of passenger station.

10. AUTOMATIC INTERLOCKINGS.

CMStP&P. RR. crossing.....3.56 miles west of Wahpeton Jct.

Junction with Sixth SubdivisionVance

N. P. Ry. crossingNew Rockford

Soo Line RR crossing5.15 miles west of Aylmer

11. 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.

12. Minot.

Train No. 3 arriving Minot will head in on middle way track crossover approximately 400 feet west of Mouse River Bridge, Minot, and proceed through middle way to depot.

Eastward and westward freight main tracks are in service between Soo Interlocking and Gavin Yard. They must be used in the assigned direction by all freight trains and yard movements, unless otherwise directed.

Automatic block signals of the color light type are in service on these tracks for movements with the current of traffic. Crossover switches, when not being used, must be left lined and locked in normal position on both the freight tracks and switching lead.

All movements entering on these tracks at hand operated switches must contact the train order operator at Gavin Yard, by radio or telephone, before operating the switch for the intended movement, inquire as to other train and engine movements on these tracks and be governed by the operator's instructions.

This does not in any way relieve employes from properly protecting their movement.

Rule 513 of the Consolidated Code of Operating Rules is in effect on these tracks.

13. 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.

14. Train 200 will make station stop at Verendrye, Munster and Walden to handle milk and cream shipments.

15. All switching movements or light engine movements made on main track at Breckenridge, Wahpeton and Wahpeton Jct. which are not governed by a signal indication must be made at reduced speed.

16. Main track switches to spur track Clifton and spur track Dundas are not equipped with electric locks. Rule 268(A) applies.

17. Centralized Traffic Control (CTC) under control of the control operator at Gavin Yard and the direction of train dispatcher Minot is in service from the westward governing signal at the east entrance to Gavin Yard on the Devils Lake Line to the eastward governing signal about 1300 feet east of the Division offices at Minot, N. D.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Minot and Bainville	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Minot 20 MPH

3. TRAIN REGISTER EXCEPTIONS.

MINOT

First class trains, passenger extras, Trains 219 and 220 will register at passenger station, other trains at yard office.
Berthold—Register for Ninth Subdivision trains only.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Berthold, Stanley, Bainville and Snowden, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

All trains must obtain Clearance Form A at Williston.

Minot Division Clearance Form A received at Havre will clear the train at Bainville. Butte Division trains must obtain their Butte Division Clearance at Williston which will clear the train at Bainville.

Westward Freight trains originating at Gavin Yard will obtain clearance there.

5. 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 91.5 and MP 92.5, approximately 1 mile east of Ray.

Westward—Between MP 139 and 140 approximately 4 miles west of Trenton.

6. CROSSOVERS ON DOUBLE TRACK.

Trailing Point
Spring Brook.

7. MANUAL INTERLOCKINGS.

Soo Line RR. crossing Minot

8. SEMI-AUTOMATIC INTERLOCKINGS.

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

The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W. L. Switch" and eastward absolute 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.

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 Interlocking Limits interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

9. Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Minot and CTC Territory Des Lacs and between CTC Territory Epping and CTC Territory Williston.

10. The following signals are located adjacent to the left of the track which they govern:

Stanley Eastward governing home signal at west switch of control siding.

Ross Westward governing home signal on siding at west switch.

Wheelock Westward governing home signal on siding at west switch.

Epping Eastward governing home signal on westward main track end of double track.

Eastward governing approach signal on westward main track 5500 ft. west of end of double track.

11. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Eastward trains at signal 6.8 approximately eight miles east of DesLacs.

Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH, TENTH, ELEVENTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Freight
Snowden and Richey	40 MPH
Watford City and Fairview	25 MPH
Breckenridge and MP 32	60 MPH
MP 32 to MP 52	50 MPH
MP 52 to Casselton	40 MPH
Casselton to Nolan	50 MPH
Casselton to Vance	30 MPH
Niobe and Northgate	20 MPH
Chaffee Line Jct. and Chaffee	20 MPH
Berthold and MP 42	35 MPH
MP 42 and MP 76	30 MPH
MP 76 and Crosby	40 MPH
Stanley and Grenora	30 MPH
Bainville and Ophelm	35 MPH

2. SPEED RESTRICTIONS.

Bowbells, between home signals of interlocking	20 MPH
Noonan, coal mine tracks	5 MPH
Crosby, over public crossings	10 MPH
Sidney, over main street and Third Street N.E. crossings	15 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Wahpeton Jct., Nolan, Vance, Chaffee Line Jct., Berthold, Stanley, Bainville, Snowden and Niobe. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

4. TRAIN REGISTER EXCEPTIONS.

Breckenridge, first class trains and passenger extras register by ticket at passenger station, other trains register at yard office. Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.

Vance, register is only for trains when directed by Train Order.

5. SPEED TEST BOARDS.

Engineers shall test speed of train passing the following location then compare with speed table;

Westward trains between MP 10 and MP 11 about 2 miles west of Dwight.

6. SPRING SWITCHES WITH FACING POINT LOCK.

Casselton, east switch of siding.

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

7. Northgate, when using Canadian National tracks, Canadian National Railway Time Table and rules govern.**8. MANUAL INTERLOCKINGS.**

Casselton Tower— N. P. Crossing

Casselton Tower, whistle signals for routes,

Main track— 1 long

siding 1 long, 1 short

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Casselton Jct. switch controlled by operator at Casselton Tower.

10. AUTOMATIC INTERLOCKINGS.

Vance— First Subdivision Jct.

Davenport— N.P. Railway crossing

Soo Line Crossing— 1.15 miles east of Bowbells

Drawbridge 12.1— 2 miles west of Snowden

11. SEMI-AUTOMATIC INTERLOCKINGS.

Wahpeton— Milwaukee Railway crossing

12. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

These instructions apply between the following points and Train Order Form Z is not required:

Newton Jct. and Richey
Fairview and Watford City
Niobe and Northgate
Chaffee Line Jct. and Chaffee
Stanley and Grenora
Bainville and Opheim

13. Crews on all eastbound trains handling ten or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstone.

**TWELFTH, THIRTEENTH,
FOURTEENTH, FIFTEENTH,
SIXTEENTH, SEVENTEENTH,
EIGHTEENTH SUBDIVISIONS**

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Passenger	Freight
Devils Lake and Surrey	79 MPH	60 MPH
Churchs Ferry and one mile west of Cando		35 MPH
One mile west of Cando to St. John		20 MPH
York and Dunseith		35 MPH
Rugby to West Switch Westhope		30 MPH
West Switch Westhope to Antler		20 MPH
Towner and Maxbass		20 MPH
Granville and Sherwood		25 MPH

2. TRAIN REGISTER EXCEPTIONS.

Devils Lake, all trains register and receive clearance.

Churchs Ferry Register for Thirteenth Subdivision
Trains Only

York Register for Fourteenth Subdivision
Trains Only

Rugby Register for Fifteenth Subdivision
Trains Only

Towner Register for Sixteenth Subdivision
Trains Only

Granville Register for Seventeenth Subdivision
Trains Only

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Churchs Ferry, York, Towner, and Granville, trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

Clearance received by first class trains, passenger extras and mixed trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

4. ENGINE RESTRICTIONS.

Fourteenth and Sixteenth Subdivision—Engines series 550 to 599 restricted to 20 MPH.

5. AUTOMATIC INTERLOCKINGS.

MSTP&SSM RR.

Crossing 2.9 mi. east of Grand Harbor.

6. Diesel radiator and boiler water stations.

Devils Lake

Rugby

7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

These instructions apply between the following points and Train Order Form Z is not required:

Granville and Sherwood
Towner and Maxbass
Rugby and Antler
York and Dunseith
Churchs Ferry and St. John
Tatman Line Jct. and Tatman

8. SPEED TEST BOARDS.

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

Westward trains, between MP 94 and MP 95, approximately 2 miles west of Grand Harbor.

Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.

9. Arrange flag protection for all movements where Tatman Air base track crosses Highway 83.**10. Trains setting out on siding Churchs Ferry must not leave any cars on siding between crossover switch and point 1000 feet west of highway crossing because they will activate crossing gates blocking highway traffic. Insulated joints at each end of this circuit are painted orange.**

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	Capacity Cars	Switch Opens
First Subdivision			
Brushvale	5.02 miles east of Kent	22	East & West
American Crystal Sugar Co.	1.63 miles east of Wolverton ..	57	East & West
Rustad	5.17 miles west of Comstock ..	35	East & West
Finkle	10.70 miles west of Comstock ..	34	East & West
Newman	4.18 miles west of Prosper	56	East & West
Mason Pit Spur	1.62 miles west of Erie Jct.	39	East
Walden	6.74 miles west of Nolan	29	East & West
Dundas	5.74 miles west of Brantford ..	6	East
Munster	6.80 miles west of New Rockford	30	East & West
Clifton	8.28 miles east of Aylmer	3	East
Rangeley	5.96 miles west of Guthrie	11	East
Falsen Pit	2.85 miles west of Karlsruhe ..	122	East
Verendrye	5.87 miles west of Karlsruhe ..	76	East & West
Genoa	6.41 miles west of Simcoe	38	East & West
ICBM Spur	2.50 miles west of Surrey	139	East
Second Subdivision			
Lonetree	4.12 miles west of Des Lacs	38	East & West
Marley Beet Track	3.91 miles west of Trenton	34	East
Ft. Buford	8.56 miles west of Trenton	41	East
Lakeside	5.77 miles west of Snowden	10	West
Third Subdivision			
Stateline Beet Spur	3.94 miles east of Dore	20	East & West
Cowles Beet Track	2.30 miles west of Dore	16	East & West
Ludington Beet Track	1.59 miles west of Fairview	36	East & West
Ridgelawn	4.11 miles west of Fairview	11	East & West
Wooley Beet Track	6.42 miles west of Fairview	32	East & West
Enid	7.46 miles west of Lambert	41	East & West
Fourth Subdivision			
Hardy Beet Track	1.46 miles east of Fairview	59	East & West
Rawson	4.88 miles east of Alexander	30	East & West
Fifth Subdivision			
Addison	3.89 miles west of Davenport ..	33	East & West
Pitcairn	3.39 miles west of Galchutt	17	West
Seventh Subdivision			
Perella	6.72 miles west of Bowbells	26	East & West
Eighth Subdivision			
J. C. Jenson Spur	1.58 miles east of Chaffee	10	West
Lynchburg	4.43 miles east of Chaffee	26	East & West
Ninth Subdivision			
Hartland	13.56 miles east of Coulee	21	East & West
Woburn	6.68 miles west of Coteau	35	East & West
TXL Track	1.03 miles east of Lignite	33	East & West
Northwest	0.88 miles west of Lignite Jct. ...	50	East & West
Stampede	2.14 miles east of Kincaid	34	East & West
Kincaid Storage Track	0.36 miles east of Kincaid	80	East & West
Noonan Storage Track	1.01 miles east of Noonan	68	East & West
Tenth Subdivision			
Lunds Valley	6.31 miles west of Lostwood	24	East & West
Hunts Gas Track	3.32 miles east of McGregor	24	East & West
Hamlet	5.99 miles east of Wildrose	25	East & West
Eleventh Subdivision			
Plentywood P. T. Track	3.94 miles west of Plentywood ..	24	East & West
Archer	6.86 miles east of Redstone	24	East & West
Navajo	6.51 miles west of Redstone	18	East & West
Madoc	7.43 miles east of Scobey	24	East & West
Twelfth Subdivision			
Niles	4.20 miles east of Leeds	20	East & West
Thirteenth Subdivision			
Considine	6.29 miles west of Cando	35	Both Ends
Maza	8.01 miles east of Cando	25	Both Ends
Fourteenth Subdivision			
Hong	7.24 miles west of York	15	Both Ends
Nanson	6.59 miles west of Wolford	11	West
Fifteenth Subdivision			
Leverich	6.33 miles west of Rugby	10	Both Ends
Kuroki	6.28 miles west of Westhope	20	Both Ends
Sixteenth Subdivision			
Bantry	14. miles west of Towner	28	Both Ends
Dunning	5.95 miles west of Newberg	14	Both Ends
Seventeenth Subdivision			
Deering Pit	1.90 miles west of Deering	25	East & West
Wolseth	4.99 miles west of Deering	14	Both Ends
Forfar	5.26 miles west of Glenburn	26	Both Ends
Lorain	7.21 miles east of Sherwood	14	Both Ends