



COMPANY SURGEONS

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

**OPHTHALMIC SURGEONS
(Eye Doctors)**

- Dr. Archibald D. McCannelMinot, N. D.
- Dr. M. B. RuudGrand Forks, N. D.

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

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 71

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, September 16, 1951

M. L. GAETZ, Superintendent.

T. A. JERROW, General Manager.

A.W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS					Distance from Breckenridge	Time Table No. 71		Telegraph Calls
	Siding	Other Tracks	401	403	449	341	(332) 327	199	209	197	11	3	27	9	1		Effective September 16, 1951	STATIONS	
			Daily	Daily	Daily	Mon. Wed. Fri.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily	Daily	Daily	Daily					Daily
A214	Yard	1145	L 8.15Pm	L 2.15Pm	L 6.40Am					L 6.01Am		L 2.03Pm	L 1.52Pm	L 4.35Am	L 12.05Am	0.99	.. BRECKENRIDGE ..	BR	
R1		108								s 6.05		s 2.05		s 4.40		1.19	.. WAHPETON ..	WH	
			A 8.25Pm	A 2.25Pm	A 6.50Am					A 6.08Am		2.08	1.56	4.43	12.09	1.84	.. MILW. CROSSING ..		
																8.40	.. WAHPETON JCT. ..		
																	8.56	.. MILW. CROSSING ..	
P7		88										2.15	2.02	4.49	10 12.16	7.25	.. LURGAN ..		
P9		10												t 4.52		9.20	.. BRUSHVALE ..		
P14	60	48										2.25	2.10	t 5.02	12.24	14.23	.. KENT ..	KN	
P23	60	40										2.39	2.20	t 5.16	12.35	23.24	.. WOLVERTON ..	WO	
P29		75										2.48	2.27	t 5.26	12.43	30.07	.. COMSTOCK ..		
P35		88										2.55	2.33	t 5.36	12.50	35.23	.. RUSTAD ..		
P49		85										3.02	2.39	5.43	12.57	40.75	.. FINKLE ..		
		120									L 10.20Pm	3.08	2.44	5.50	1.02	44.79	.. MOORHEAD JCT. ..	MJ	
																44.92	.. N. P. RY. CROSSING ..		
241	56	283					L 8.01Pm				s 10.23	s 3.10	2.46	s 5.55	1.04	45.63	.. MOORHEAD ..	MB	
242	Yard	1310					L 8.25Am	A 8.10Pm	L 7.40Am	L 7.30Am	A 10.26	A 3.15	A 2.59	A 6.00	A 1.10	46.06	.. FARGO ..	FO	
											L 10.29	L 3.30	L 3.00	L 6.20	L 1.15				
242							8.30		7.45	7.35		A 10.31Pm	A 3.35Pm	3.03	A 6.23Am	1.17	47.70	.. FARGO JCT. ..	F
FS6	68	14					s 8.43		t 7.55	t 7.45				3.08		52.91	.. PINKHAM ..		
FS12	69	28					s 8.55		t 8.08	s 7.58				3.14		59.08	.. PROSPER ..	RO	
FS17		34					s 9.05		t 8.05	t 8.05						59.32	.. NEWMAN ..		
FS28	69		L 10.39Pm	L 4.32Pm	L 9.26Am		s 9.20		t 8.30	A 8.15Am				3.24		59.55	.. VANCE ..		
FS29	69	82	10.49	4.42	9.36		s 9.45		t 8.38					3.29		75.57	.. MASON ..		
S16			10.55	4.48	9.42		A 9.55Am		8.44					3.32		78.60	.. ERIE JCT. ..		
FS41	128		11.15	5.05	10.02				s 9.01					3.40		87.41	.. NOLAN ..	W	
FS47	70	23	11.27	5.15	10.12				s 9.12					3.47		94.10	.. WALDEN ..		
FS58	80	23	11.42	5.28	10.25				s 9.25					3.53		99.46	.. PILLSBURY ..		
FS60	128	84	12.16Am	5.50	10.42				s 9.40					4.01		108.55	.. LUYERNE ..	NE	
FS67	79	84	12.30	6.10	10.52				s 9.52					4.10		118.31	.. KARNAK ..	NA	
FS73	138	26	12.42	6.42	11.05				s 10.10					4.17		119.80	.. N. P. RY. CROSSING ..	HO	
FS80		88	12.55	6.55	11.18				s 10.25					4.25		127.02	.. HANNAFORD ..		
FS86	189	88	1.05	7.04	11.27				s 10.37					4.32		133.00	.. REVERE ..		
FS93		62	1.16	7.15	11.38				s 10.50					4.41		139.97	.. SUTTON ..	SU	
FS100	144	32	1.26	7.26	11.49				s 11.02					4.48		145.53	.. GLENFIELD ..	GD	
FS108		41	1.36	7.36	11.59				s 11.15					4.54		152.97	.. JUANITA ..	JA	
FS118	146	88	1.46	7.46	12.11Pm				s 11.27					5.00		159.28	.. GRACE CITY ..	G	
FS118	140	82	1.55	7.56	12.21				t 11.35					5.06		165.11	.. BRANTFORD ..	BF	
FS124	Yard	909	A 2.05Am	A 8.05Pm	A 200 12.35Pm				A 11.50Am					A 5.15Pm		170.95	.. NEW ROCKFORD ..	KO	
			6.36 28.6	8.43 27.7	8.19 31.1	1.30 21.3	0.09 7.00	4.10 29.8	.45 30.5	.07 15.7	.11 16.8	1.32 31.1	8.23 50.95	1.48 24.6	3.03 56.0		.. N. P. RY. CROSSING ..		
																	.. NEW ROCKFORD ..		

AUTOMATIC BLOCK SIGNALS

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 71

Effective September 16, 1951

STATIONS	Distance From New Bedford	FIRST CLASS					SECOND CLASS				THIRD CLASS				SIGNS
		12	4	28	10	2	(331) 328	200	210	198	342	402	592	448	
		Streamliner				Streamliner	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Mon. Wed., Fri.	Daily	Daily Ex. Sun.	Daily	
..BRECKENRIDGE..	170.98	A 5.00pm	A 5.47pm	A 12.38Am	A 2.25Am				A 11.00pm		A 10.00pm		A 3.10Am	BDNXWC KOYIB	
..WAHPETON..	169.98	s 4.55		s 12.27					s 10.52					PXD	
..MILW. CROSSING..	169.76													M	
..WAHPETON JCT..	169.11		4.51	5.42	12.22	2.18			L 10.46pm		L 9.47pm		L 2.57Am	PJXI	
..MILW. CROSSING..	166.66													I	
..LURGAN..	163.70		4.42	5.36	12.16Am	2.11								P	
..BRUSHVALE..	161.75				f 11.57										
..KENT..	158.72		4.32	5.28	f 11.48	2.03								DP	
..WOLVERTON..	147.71		4.20	5.18	f 11.35	1.52								DP	
..COMSTOCK..	140.88		4.11	5.09	f 11.24	1.44								DP	
..RUSTAD..	135.72		4.05	5.03	f 11.16	1.37								DP	
..FINKLE..	130.20		3.59	4.57	11.07	1.30								P IDNP XJ	
..MOORHEAD JCT..	126.16	A 9.10Am	3.52	4.52	10.57	1.25									
..N. P. RY. CROSSING..	123.03													I	
..MOORHEAD..	125.34	s 9.09	s 3.48	4.50	s 10.55	1.23	A 7.10Am							DNPXR	
..FARGO..	124.29	L 9.04	L 3.40	L 4.42	L 10.45	L 1.20	L 7.00Am	A 7.00pm	A 9.10pm		A 3.00pm			WXBDN IKK	
..FARGO JCT..	123.26	L 8.59Am	A 3.30	A 4.27	A 10.19	A 1.15								BCDNJK ORWKY	
..PINKHAM..	118.04			4.22	L 10.16pm	1.12		6.50	9.05		2.50		A 5.01pm	P	
..PROSPER..	111.87			4.15		1.07		f 6.30	f 8.55		s 2.40		4.45	DP	
..NEWMAN..	107.68			4.09		1.01		f 6.15	s 8.44		s 2.27		4.30		
..VANCE..	101.40			3.58		1.25		L 5.50pm	s 8.25		s 2.00		L 4.05pm	YPJI	
..MASON..	95.38			3.52		1.24			f 8.11		s 1.45			WP	
..ERIE JCT..	92.35			3.49		1.24			8.05		L 1.35pm			PJ	
..NOLAN..	83.54			3.40		1.23		As 4.20pm	L 7.45pm			A 7.01pm	A 12.05Am	PIDNWJ	
..WALDEN..	76.86			3.28		1.27		s 4.06				6.50	11.52	P	
..PILLSBURY..	71.49			3.22		1.22		3.53				6.40	11.42	DP	
..LUVERNE..	64.10			3.14		1.26		s 3.30				6.25	11.31	DP	
..KARNAK..	57.74			3.05		1.20		s 3.15				6.10	11.20	DP	
..N. P. RY. CROSSING..	51.35			2.58		1.20		s 2.58				5.50	11.01	IDNPW	
..HANNAFORD..	43.95			2.48		1.17		s 2.30				5.30	10.47	P	
..REVERE..	37.95			2.41		1.15		s 2.20				5.20	10.39	DP	
..SUTTON..	30.98			2.33		1.16		s 2.00				5.05	10.28	DP	
..GLENFIELD..	24.42			2.25		1.14		s 1.40				4.48	10.17	DP	
..JUANITA..	17.98			2.18		1.13		s 1.25				4.25	10.06	DP	
..GRACE CITY..	11.59			2.11		1.13		s 1.10				4.10	9.55	DP	
..BRANTFORD..	5.84			2.05		1.12		f 12.55				3.55	9.45	P	
..DUNDAS..															
..N. P. RY. CROSSING..														RDNPKE IWXOY	
..NEW ROCKFORD..															
Time Over Subdivision		.11	1.35	3.50	2.22	3.06	.10	4.50	1.25	.14	1.25	3.34	.55	2.48	
Average Speed Per Hour		15.8	30.1	44.5	20.2	55.1	6.03	22.0	28.8	7.9	22.5	28.0	23.8	30.4	

AUTOMATIC BLOCK SIGNALS

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 71 Effective September 16, 1951	STATIONS	Telegraph Calls
	Sillage	Other Tracks	403	449	401	319	199	3	27	9	1				
			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily Streamliner				
FS124	Yard	999	L 8.15Pm	L 12.53Pm	L 2.25Am		L 1.00Pm		L 5.18Pm		L 3.08Am			NEW ROCKFORD	KO
FS181	140	23	8.30	1.07	2.38		1.15		5.26		3.15	6.80		MUNSTER	BN
FS187	141	35	8.45	1.18	2.50		1.38		5.32		3.20	12.49		BREMEN	BN
FS148	88	31	8.55	1.32	3.25		1.51		5.39		3.25	18.60		HAMBERG	MA
FS149	141	31	9.05	1.43	3.37		2.05		5.46		3.30	25.01		HEIMDAL	HD
FS155	141	33	9.18	1.53	3.50		2.25		5.52		3.35	31.11		WELLSBURG	WX
FS162	141	33	9.30	2.03	4.01		2.45		5.59		3.40	37.43		SELZ	Z
FS169	103	33	9.45	2.15	4.15		3.05		6.08		3.46	44.46		CLIFTON	
FS177	88	34	10.31	2.29	4.30		3.28		6.18		3.55	52.74		AYLMER	MR
FS183		38	10.45	2.36	4.40		3.38		6.25		4.00	58.62		M. St. P. & S. M. Ry. Crossing	
FS187	153	34	10.55	2.42	4.46		3.49		6.29		4.03	62.49		NORFOLK	
FS193		41	11.04	2.50	4.56		4.02		6.34		4.08	68.45		GUTHRIE	GU
FS200	84	33	11.17	3.05	5.06		4.22		6.42		4.13	75.31		RANGELEY	
FS205	144	28	11.27	3.21	5.16		4.45		6.48		4.18	81.17		KARLSRUHE	RA
FS212	140	33	11.39	3.35	5.26		5.05		6.55		4.23	87.59		VERENDRYE	RY
FS218	87	28	11.52	3.50	5.36		5.25		7.02		4.28	94.00		SIMCOE	MO
519			12.05Am	4.10	5.50	L 6.10Pm	5.50	L 10.30Pm	7.10	L 3.23Pm	4.36	101.58		GENOA	
523		213	12.15	4.20	5.59	6.20	6.02	10.36	7.14	3.29	4.40	105.97		SURREY	SR
526	Yard	2179	A 12.30Am	A 4.30Pm	A 6.10Am	A 6.30Pm	A 6.20Pm	A 10.45Pm	A 7.25Pm	A 3.35Pm	A 4.50Am	108.61		C. K. SWITCH	
			4.15 25.6	3.87 30.0	3.45 29.0	.20 21.6	5.20 20.4	.15 28.9	2.07 51.4	.12 36.3	1.42 64.0			MINOT	AD
												Time Over Subdivision Average Speed Per Hour			

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 13.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 71

Effective
September 16, 1951

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	10	28	2	320	200	402	448		
		Daily	Daily	Daily	Streamliner Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
NEW ROCKFORD..... 6.80	108.81			A 1.52Pm	A 11.19Pm		A 11.05Am	A 2.55Pm	A 9.10Pm	IRDNFB KWKOY	
MUNSTER..... 6.09	102.01			1.44 ¹⁸⁹	11:10		10.45	2.40	8.55 ⁴⁰²	P	
BREMEN..... 6.11	96.82			1.38 ⁴⁴⁹	11:05		10.32	2.30	8.45	DP	
HAMBERG..... 6.41	90.21			1.32	11:00		10.14	2.18 ¹⁹⁸	8.35	DP	
HEIMDAL.....	83.80			1.26	10:55		9:56	2.05	8.25	DPW	
WELLSBURG..... 6.10	77.70			1.20	10:50		9:38	1.53 ⁴⁴⁹	8.15	DP	
SELZ..... 6.32	71.38			1.14	10:45		9:20	1.28	8.05	DP	
CLIFTON..... 7.03	64.38			1.06	10:39		9:01	1.12	7.51	P	
AYLMER..... 8.28	56.07			1.02 ⁴⁰²	10:31		8:45	1.07 ²⁸	7.30	DNPW	
M. St. P. & S. M. Ry. Crossing NORFOLK..... 5.83	50.19			1.251	10:26		8:13	1.230	7.12	IP	
GUTHRIE..... 8.87	46.82			1.247	10:23		8:05	1.223	7.05	DP	
RANGELEY..... 5.96	40.86			1.241	10:18		7:48	1.211Pm	6.55	P	
KARLSRUHE..... 6.86	38.50			1.234	10:12		7:37	1.159	6.42	DP	
VERENDRYE..... 5.86	27.84			1.228	10:07		7:20	1.148	6.27	DPW	
SIMCOE..... 6.42	21.22			1.221	10:01		7:03	1.137	6.16	DP	
GENOA..... 6.41	14.81			1.215	9:56		6:47	1.125	6.04	P	
SURREY..... 7.88 (M. D. Jct.)	7.28	A 9.20Am	A 1.45Pm	12.07	9.50	A 6.20Am	6.35	1.110	5.50 ¹⁹⁸	RDNPLJ	
C. K. SWITCH..... 4.39	2.84	9.14	1.35	12.01Pm	9:45	6.10	6.20	10.50	5.30	PX1	
MINOT..... 2.84		L 9.10Am	L 1.30Pm	11.55Am	9:40Pm	L 6.00Am	L 6.15Am	L 10.40Am	L 5.20Pm	IRDNFB CROXBY	
Time Over Subdivision Average Speed Per Hour		.10 43.9	.15 28.9	1.57 55.8	1.39 66.9	.20 21.6	4.50 22.6	4.15 25.6	3.50 28.3		

AUTOMATIC STOP SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

6 WESTWARD

THIRD SUBDIVISION

Time Table No. 71

Effective September 16, 1951

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS			Distance from Minot	STATIONS	Telegraph Calls	
	Siding	Other Tracks	417	449	401	403	9	219	(178) 179	3	27	1				
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Streamliner				
526	Yard	2179	L 7.40Pm	L 10.25Am	L 8.40Am	L 2.01Am	L 4.10Pm	L 3.45Pm	L 10.50Pm	L 7.35Pm	L 4.55Am					
			7.55	10.40	8.55	2.15	4.21	3.55	11.01	7.44	5.01	4.81				
			7.57	10.42	8.57	2.17	4.22	3.56	11.02	7.45	5.02	4.94				
536		14	8.06	11.01	9.12	2.30	4.29	4.05	11.08	7.51	5.08	9.24				
538	60	16	8.16	11.25 ²⁸⁻¹⁰	9.27	2.40	4.37	4.13	11.15	7.57	5.14	13.47				
544	80	27	8.25	11.40	9.40	2.50	4.45	4.20	11.21	8.03	5.19	17.59				
546	E99 W141	170	8.34	11.52	9.53	3.01	5.01	4.30	11.27	8.09	5.23	22.33				
								A 4.35Pm				22.59				
552	140		9.01	12.02Pm	10.05	3.10	5.09		11.33	8.15	5.28	27.01				
558	150	18	9.20	12.12	10.30 ¹⁰	3.20	5.17		11.40	8.21	5.34	32.05				
565	215	16	9.35	12.25	10.55 ²³	3.33	5.28		11.48	8.29	5.41	38.87				
572	140	22	9.50	12.40	11.10	3.45	5.40 ⁴⁰²		11.57	8.40 ²	5.49	45.85				
												52.29				
580	W260 E130	118	10.05	1.03	11.30	4.10	6.01		L 6.45Am A 6.55Am	12.10Am	8.51	5.58	58.70			
587	Continuous Auto. Blk. 140 Sigs.	24	10.20	1.20	11.45	4.25	6.15			12.22	9.00	6.06	61.03			
592		10	10.28	1.32	11.55	4.35	6.23			12.29	9.05	6.11	65.59			
599	E104 W104	25	10.45	1.50	12.10Pm	4.50	6.36			12.40	9.13	6.20 ⁴⁴⁸	73.11			
609	109	22	11.01	2.10	12.25	5.05	6.50			12.51	9.21	6.29	80.97			
614	140	17	11.12	2.25	12.37	5.15	7.01			12.59	9.27	6.35	86.60			
617	E112 W69	43	11.23	2.40	12.50	5.27	7.14			1.08	9.33	6.42	92.74			
628	96	38	11.34	2.55	1.02	5.38	7.23			1.16	9.39	6.49	98.07			
631		26	11.43	3.04	1.12	5.48	7.35			1.24	9.45	6.56	103.24			
638	96	17	11.52	3.13	1.22	5.58	7.47			1.32	9.51	7.03	109.06			
641			12.01Am	3.22	1.32	6.07	7.59			1.40	9.57	7.10	114.04			
647	Yard	1729	A 12.20Am	A 3.35Pm	A 1.45Pm	A 6.20Am	A 8.20Pm		A 1.50Am	A 10.10Pm	A 7.20Am	120.32				
			4.40	5.10	5.05	4.19	4.10	.50	3.00	2.35	2.35					
			25.8	28.1	23.7	27.8	28.9	27.1	40.1	46.6	49.7					

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

Time Over Subdivision
Average Speed Per Hour

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 71 Effective September 16, 1951		Distance from Williston	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS	
			4	28	2 Streamliner		220	10	(177) 180	448	402		
			Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
STATIONS													
MINOT.....		120.82	A 9.00Am	A 11.45Am	A 9.35Pm		A 7.45Am	A 12.01Pm			A 9.40Am	A 7.20Pm	IRDNPW CROXB
M.S.P. & S.M. Ry. Crossing.....													
W. L. SWITCH.....		116.01	8.53	11.37	9.27		7.33	11.44			9.27	7.05	IP
GASSMAN SWITCH.....		115.88	8.52	11.36	9.26		7.32	11.42			9.25	7.03	IP
RALSTON.....		111.08	8.46	11.31	9.21		7.24	11.35			9.16	6.55	P
DES LACS.....		106.85	8.40	11.25	9.16		7.15	11.25			9.07	6.45	IRDNPW
LONE TREE.....		102.78	8.35	11.20	9.11		7.05	11.10			8.57	6.35	P
BERTHOLD.....		97.99	8.30	11.15	9.06		6.55	11.01			8.50	6.25	IRDNPBR X
CROSSY-LINE JCT.....		97.73					L 6.50Am						JPX
ROACH.....		93.81	8.25	11.09	9.01			10.40			8.42	6.15	P
TAGUS.....		88.27	8.19	11.03	8.55			10.30			8.34	6.05	DP
BLAISDELL.....		81.45	8.12	10.55	8.48			10.15			8.23	5.55	DP
PALERMO.....		74.47	8.04	10.47	8.40			9.58			8.10	5.40	DP
GRENORA LINE JUNCTION.....		68.08						A 7.35Pm					PJ DNPI
STANLEY.....		66.62	s 7.55	s 10.38	8.32			L 7.30Pm			7.55	5.25	WYXBR
ROSS.....		59.29	7.43	10.23	8.24			9.07			7.20	5.03	IDP
MANITOU.....		54.73	7.38	10.18	8.19			8.54			7.13	4.50	P
WHITE EARTH.....		47.21	7.29	10.09	8.10			8.38			6.53	4.20	DPW
TIOGA.....		39.85	7.21	10.01	8.01			8.23			6.29	4.05	DP
TEMPLE.....		33.83	7.15	9.55	7.55			8.10			6.05	3.55	P
RAY.....		27.68	7.08	9.47	7.48			7.57			5.53	3.40	DPW
WHEELOCK.....		22.25	7.01	9.41	7.41			7.40			5.44	3.30	EDNPI
EPPING.....		17.08	6.52	9.32	7.33			7.27			5.26	3.10	DP
SPRING BROOK.....		11.26	6.43	9.23	7.25			7.15			5.08	2.50	P
AVOCA.....		5.68	6.34	9.14	7.17			7.01			4.50	2.30	P
WILLISTON.....			L 6.25Am	L 9.05Am	L 7.10Pm			L 6.45Am			L 4.30Am	L 2.15Pm	RDNPWY CROXB
Time Over Subdivision			2.35	2.40	2.25		.55	5.16	.05		5.10	5.05	
Average Speed Per Hour			46.6	45.1	49.7		24.6	22.9	16.8		23.8	28.6	

AUTOMATIC BLOCK SIGNALS

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			Distance from Wahpeton Jct.	Time Table No. 71 Effective September 16, 1951.	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS	
	Sittings	Other Tracks	401	403	449	(200) 175	209	197						(209) 176	200	198	448	402
			Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily
R 8	109	39	L 8.25Pm	L 2.25Pm	L 6.50Am			L 6.08Am	6.00	Wahpeton Jct.	78.21	JIX		A 10.46Pm	A 2.57Am	A 9.47Pm		
R 14	70	22	8.40	2.38	7.03			6.20	6.00	DWIGHT	DT 72.21	DP		10.37	2.30	9.35		
R 18		18	8.52	2.50	7.15			6.33	12.61	GALCHUTT	GS 68.60	DP		10.20	2.16	9.22		
R 21		18						6.39	16.00	PITCAIRN		P		10.12				
R 21	109	29	402 9.05	3.02	7.27			6.45	19.20	COLFAX	CX 69.01	DP		10.05	2.02	401 9.05		
R 28	70	34	9.16	3.13	7.38			7.01	25.29	WALCOTT	Q 53.22	DP		9.50	1.50	8.51		
R 30	109	71	103 9.29	3.26	7.51			7.25	28.23	KINDRED	KR 44.88	DPW		401 9.29	1.38	8.37		
R 41	70	32	9.39	3.35	8.01			7.36	38.80	DAVENPORT	DV 39.91	IDP		9.13	1.25	8.25		
R 44		32						7.44	42.25	ADDISON		P		9.06				
R 48	109	37	9.53	3.49	8.15			7.53	42.60	CHAFFEE LINE JCT.		PJ						
R 50		17						7.59	46.07	DURBIN	DU 31.14	DP		8.59	1.10	8.07		
R 50		17						7.59	50.96	EVEREST		IDN		8.52				
R 50	134	236	10.08	4.01	209-176 8.55	L 200 5.30Pm	L 176 8.45Am	8.09	53.74	CASSELTON TOWER N. P. Ry. Crossing	CT 24.47	PWX						
R 50								8.09	58.96	CASSELTON	A 24.25	XP	A 449-208 8.42Am	A 176 5.20Pm	8.47	12.55	7.50	
T 1	69	19	A 10.10Pm	A 4.03Pm	A 8.57Am	A 5.31Pm	8.47	A 8.11Am	54.26	CASSELTON JCT.		XYJP	L 8.40Am	5.15	L 8.45Pm	12.50	7.45	
T 7	107	26					9.08		64.68	ABSARAKA	AX 13.53	DP		4.55		12.31	7.25	
PS 41	128						9.28		70.71	AYR	AY 7.50	DP		4.40		12.20	7.15	
							A 9.45Am		78.21	NOLAN	W	RID PNWJ		L 4.20Pm		L 12.05Am	L 7.01Pm	
			1.45 81.8	1.38 88.4	2.07 25.6	.01 19.8	1.00 24.2	2.03 26.5		Time Over Subdivision Average Speed Per Hour				.02 9.9	1.00 24.2	2.01 26.9	2.32 29.2	2.46 27.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD			FIFTH SUBDIVISION					EASTWARD		
Station Numbers	Car Capacity		SECOND CLASS	Distance from Berthold	Time Table No. 71 Effective September 16, 1951	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS	
	Sidings	Other Tracks								219	220
			Daily Ex. Sunday	STATIONS					Daily Ex. Sunday	
549			L 4.35pm	.....	.....	.....	88.77	PJX	A 6.50Am
VB 7	21		s 4.50	6.97	.....	.....	81.80	D	s 6.31
VB13	30	30	s 5.05	13.27	.....	HN	81.80	D	s 6.06
VB21	35		s 5.20	20.54	.....	AU	75.50	D	s 5.47
VB28	35		s 5.35	27.56	.....	C	68.28	D	s 5.47
VB34	36	30	s 5.50	34.18	.....	K	61.21	D	s 5.30
				34.46	.....	NB	54.59	RDY	s 5.10
VB41	32	29	s 6.05	40.90	.....		54.31	J	
VB48	32		s 6.20	47.57	.....	CA	47.87	D	s 4.53
					.....	WB	41.20	D	s 4.38
VB55	32	30	s 6.40	55.10	.....	NG	33.67	DW	s 4.20
VB63	32		f 6.55	63.13	.....		23.64		s 4.01
VB66	16		s 7.35	68.17	.....	KO	23.60	DYX	s 3.55
VB69	32		s 7.47	68.63	.....	RN	20.14	D	s 3.30
VB72	16			71.33	.....				
VB76	32		s 8.30	75.55	.....	NX	13.22	DYX	s 3.12
VB81	32		f 8.40	81.21	.....		7.56		f 2.47
VB84	10		f 8.47	84.47	.....		4.80		f 2.40
VB89	03		A 9.00pm	88.77	.....	CY		BRDYX	L 2.30Am
			4.25 20.1		Time Over Subdivision Average Speed Per Hour					4.20 20.5

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

WESTWARD			SIXTH SUBDIVISION					EASTWARD		
Station Numbers	Car Capacity		Distance from Northgate Line Jct.	Time Table No. 71 Effective September 16, 1951	Telegraph Calls	Distance from Boundary Line	SIGNS			
	Sidings	Other Tracks								
			STATIONS							
			8.86	.....	.....	21.46	YJ	
VE 8	20		8.01	.....	.....	14.60	I	
VE13	24		14.77	.....	BE	13.45	D		
VE21	104		21.01	.....	NO	6.69	RDX		
			31.46	.....		0.45	J		
				Time Over Subdivision Average Speed Per Hour						

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

THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Casselton	Time Table No. 71 Effective September 16, 1951	STATIONS	Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
401	403	449		Sidings	Other Tracks	(200) 175	197							(209) 176	198
Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	
L 10.10 ^{PM}	L 4.03 ^{PM}	L 8.57 ^{AM}	R59	20	L 5.31 ^{PM}	L 8.11 ^{AM}	2.91	CASSELTON JCT. 2.91			8.74	PXYJ	A 8.40 ^{AM}	A 8.45 ^{PM}	
10.31	4.24	9.18	R68	46	5.43	8.25	6.62	HOWES 3.71		MY	5.88	DP	8.25	8.33	
A 10.39 ^{PM}	A 4.32 ^{PM}	A 9.26 ^{AM}	FS23	69	A 5.50 ^{PM}	A 8.40 ^{AM}	8.74	AMENIA 2.12				RPYJ	L 8.15 ^{AM}	L 8.25 ^{PM}	
								VANCE							
					Time Over Subdivision										
					Average Speed Per Hour										
					29.6							20.9		26.2	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD			EIGHTH SUBDIVISION						EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Stanley Line Jct.	Time Table No. 71 Effective September 16, 1951	STATIONS	Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS		
	Sidings	Other Tracks	177	Daily Ex. Sunday							178	Daily Ex. Mon.	
					L 7.35 ^{PM}		GRENORA LINE JCT. 6.41		86.58	PJ	A 6.45 ^{AM}		
VD 8	22				7.55	6.41	WASSAIC 5.24		80.17		6.25		
VD18	84				8.10	11.78	LOSTWOOD 6.30	WD	74.89	DP	6.10		
VD20	25				8.30	18.05	LUNDS VALLEY 6.56	VA	68.53	P	5.50		
VD26	44				8.55	24.61	POWER'S LAKE	PW	61.07	DP	5.30		
VD33	28				9.15	31.69	BATTLEVIEW 7.08	BV	54.89	DP	4.45		
VD40	34				9.35	38.07	MCGREGOR 6.33	GO	48.51	DP	4.20		
VD46	25				9.55	44.88	HAMLET 6.31	HA	42.20	P	3.55		
VD52	42	39			10.30	50.37	WILDROSE 5.99	WR	36.21	DP	3.30		
VD59	25				10.50	57.25	CORINTH 6.38	CN	29.33	DP	2.55		
VD66	35				11.10	64.24	ALAMO 7.09	AG	22.24	DP	2.35		
VD71	27				11.30	69.34	APPAM 5.50	AK	16.74	DP	2.15		
VD76	35				11.45	74.62	ZAHL 4.78	ZA	11.96	DP	1.55		
VD82	35				12.05 ^{AM}	80.26	HANKS 5.64	HK	6.32	DP	1.35		
VD88	105				A 12.30 ^{AM}	86.58	GRENORA 6.32	GR		RDP YXB	L 1.15 ^{AM}		
					Time Over Subdivision							5.80	
					Average Speed Per Hour							15.7	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

WESTWARD			NINTH SUBDIVISION						EASTWARD				
Station Numbers	Car Capacity				Distance from Chaffee Line Jct.	Time Table No. 71 Effective September 16, 1951	STATIONS	Telegraph Calls	Distance from Chaffee	SIGNS			
	Sidings	Other Tracks											
					7.0		CHAFFEE LINE JCT. 7.0		11.5	PJ			
R45	22				11.5		LYNCHBURG 4.5		4.5				
R46	20						CHAFFEE						
					Time Over Subdivision								
					Average Speed Per Hour								

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 18.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.
CLEARING OF STREAMLINERS

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

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

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

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

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

MAXIMUM SPEED OF STREAMLINERS

Maximum speed of Streamliners, consisting of Streamliner cars handled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of letter "D".

Except as directly affected by speed restrictions under Items 1 and 2 All Subdivisions, the "D" 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 is reached.

Where 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. When the movement is from a lower to a higher speed zone the zone sign is located at the point where speed may be increased. Zone territories are listed herein for the convenience of employees.

MAXIMUM SPEED EXCEPTIONS:

When a Streamliner is detoured over Great Northern tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine, or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

ELECTRIC BRAKES

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

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

ZONE TERRITORIES AND MAXIMUM SPEED FOR STREAMLINERS

Stations	Zone Territories Between Mile Posts		Maximum Speed MPH	
	Westward	Eastward	Westward	Eastward
Breckenridge				
Wahpeton	0.0 and	1.0	25	25
Wahpeton Jct.	1.0 "	0.3	45	45
	0.3 "	42.3	60	60
Moorhead Jct.				
Fargo Jct.	42.3 "	2.2	30	30
	2.2 "	24.5	70	70
Vance	24.5 "	63.5	75	75
Luverne	63.5 "	64.2	40	40
	64.2 "	76.0	75	75
Hannaford	76.0 "	225.5	79	79
Surrey	225.5 "	196.7	35	75
	196.7 "	200.2	79	75
C K Switch	200.2 "	200.4	35	50
	200.4 "	203.0	50	50
Minot	0.0 "	1.0	20	20
	1.0 "	4.2	60	60
W L Switch	4.2 "	5.3	35	35
Gassman Switch	5.3 "	13.9	60	60
Des Lacs	13.9 "	14.1	60	35
	14.1 "	44.0	65	65
Palermo	44.0 "	98.8	75	75
Wheelock	98.8 "	99.0	65	35
	99.0 "	118.2	65	60
Williston	118.2 "	121.0	50	50

2. 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 and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory, the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

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

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

(c) When passenger trains are handled by steam freight engines or 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
- Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. on Main Lines.. 25 MPH
- except on 6 degree curves or sharper, and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines.....	30 MPH
except on 6 degree curves or sharper and on Branch Lines	20 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings.....	15 MPH
Trains or engines moving on main routes actuating points of spring switches	35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock	25 MPH
Trains or engines through No. 20 turnouts at:	35 MPH
Wahpeton Junction.....Junction switch to Fourth Subdivision	
Moorhead Jct. ....Junction with Dakota Division.	
Vance	West wye switch, and east siding switch.
Nolan	West siding switch.
Dundas	East and west siding switch.
New Rockford	West yard lead.
Simcoe	East and west siding switch.
Surrey M. D. Jct.	All switches.
Minot	East end south yard lead, and east yard lead.
C K Switch	End of double track.
W. L. Switch	End of double track east end Gassman Bridge.
Gassman Switch	End of double track west end Gassman Bridge.
Des Lacs	End double track.
Stanley	East and west switch westward siding.
Ross	West switch Ross siding.
Wheelock	End of double track.
Williston	West yard lead.
Trains or engines through No. 15 turnouts at:	25 MPH
Breckenridge	End of double track.
Moorhead Jct.	West siding switch.
Nolan	Junction switch First to Fourth Sub-division.

Trains or engine through all other turnouts..... 15 MPH

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

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

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

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

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

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

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

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

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

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

Engine Number	Maximum Speed
1 to 23-75 to 170-253 to 258-262 to 264-272 to 277-301 to 310-400 to 456	50
50	35
175 to 227-600 to 653	65
250, 251-260, 261-266 to 270, 350 to 365-500 to 512	75
252 & 259-265-300	45
2300 to 2324	50
2325 to 2341	60
5000 to 5008-B	45
5010 to 5019	55

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
5. 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.
6. 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.
7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.
8. 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.
9. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure on train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
10. 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.
11. 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.
12. 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.
13. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from way-bills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

14. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading 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, provided shipments are accompanied by authorized representative of United States Government while on trains. Terminals 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.

Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.

15. Gas-Electric engines must not be fueled while occupied by passengers or coupled to cars occupied by passengers.
16. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

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

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

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

INDICATORS AT SPRING SWITCHES.

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

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

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

To operate Switch Indicators, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and re-

move 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.

17. 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.
18. 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.
19. 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.
20. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:
Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, and sections thereof; also, extra passenger train whether operated as a section of regular train or as a passenger extra.
21. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
22. 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.
23. ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYEES WILL BE GOVERNED AS FOLLOWS:

Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. 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 other boxes on the same engine or car.

check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name, "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe.

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

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

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

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

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

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

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

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

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

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

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other	
	Passenger	Freight
Breckenridge and Fargo (Diesel Engines)..	60 MPH	35 MPH
Breckenridge and Fargo (Steam Engines)..	50 MPH	35 MPH
Fargo and Vance (Diesel Engines)	70 MPH	45 MPH
Fargo and Vance (Steam Engines)	60 MPH	45 MPH
Vance and Nolan	65 MPH	50 MPH
Nolan and New Rockford	70 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: 20 MPH
 Nolan, for movements from Fourth to First Subdivision,
 and between Fourth Subdivision and Dakota Division,
 (Page)
 New Rockford, eastward.
 Hannaford, No. 1 passing depot 40 MPH

3. **ENGINE RESTRICTIONS ON INDUSTRY TRACKS.**
 Engines heavier than 0-6 not permitted on any industry tracks, except Lurgan, Kent, Wolverton, Comstock, Rustad, Finkle, Hannaford, Revere, Glenfield, Grace City, Brantford and Dundas.

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

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

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

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

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

Vance, register only for Nos. 209, 200, 341, 342.

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

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

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

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

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

7. SPEED TEST BOARDS.

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

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

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

8. SPRING SWITCHES WITH FACING POINT LOCK.

Breckenridge, lead switch 200 feet east of yard office.

Normal position is for westward main track.
 end of double track.

Normal position is for eastward main track.

Vance, west wye switch.

Normal position is for First Subdivision.

Dundas, east and west siding switch.

Normal position is for main track.

9. DRAGGING EQUIPMENT DETECTOR INDICATOR.

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

10. MANUAL INTERLOCKINGS.

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

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

Whistle signal for routes:

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

11. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Wahpeton Junction.....Junction with Fourth Subdivision.
 Moorhead Junctioneast siding switch.
 FargoJunction of Dakota-Surrey main tracks
 and Eighth Street Crossovers.
 Nolanwest 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 in crank box. In case of failure of means of communication, train movement must be made in accordance with train rights and operating rules.

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

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

12. AUTOMATIC INTERLOCKINGS.

Breckenridgeend of double track
 Lurgan, 1.85 miles east of.....CMS&P.P. RR. crossing
 VanceJunction with Seventh Subdivision
 New RockfordN. 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.

13. SEMI-AUTOMATIC INTERLOCKINGS.

Wahpeton CMS&P&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. Emergency water facilities for diesel engines located at Nolan and Hannaford.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other	Passenger	Freight
New Rockford and Minot		70 MPH	50 MPH

2. SPEED RESTRICTIONS.

Minot, all trains over footwalk just east of depot..... 10 MPH

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

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

4. TRAIN REGISTER EXCEPTIONS.

Surrey, all trains register by ticket.
 Minot, first and second class trains and passenger extras register at passenger station, other trains at yard office.

Register of regular trains at Minot will cover their arrival at Surrey.

5. RESTRICTED CLEARANCES.

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

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

7. SPEED TEST BOARDS.

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

Westward trains, between MP 146 and MP 147, approximately 4 miles west of Hamberg.

Eastward trains, between MP 221 and MP 220, approximately 4 miles east of Surrey.

8. SPRING SWITCHES WITH FACING POINT LOCK.

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

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

New Rockfordwest lead switch
 Surrey—M.D. Jct.,Junction with Dakota Division
 Whistle signal for routes, Surrey:
 Second Subdivision1 long, 1 short
 Dakota Division2 long, 1 short

10. AUTOMATIC INTERLOCKINGS.

Norfolk MS&P&SSM. RR. crossing
 C. K. Switchend of double track
 C. K. Switch, interlocking operates automatically for all movements, except entrance to yard which requires push button operation from Surrey. In case of failure to obtain route desired, trainmen will be governed by instructions posted in push button box.

11. Emergency water facilities for diesel engines located at Aylmer.

THIRD SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other	Passenger	Freight
Minot and Williston		65 MPH	50 MPH

2. SPEED RESTRICTIONS.

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

3. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

R-1 engines not permitted on any industry tracks, except industry track Stanley and branch tracks Nos. 1 and 2 and house track at Berthold, Avoca, O-4 largest engine permitted on coal

7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

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

FIFTH SUBDIVISION

(Crosby Line)

MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

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

3. ENGINE RESTRICTIONS.

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

4. ENGINE RESTRICTIONS ON INDUSTRY TRACKS.

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

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

At Crosby Line Jct., Northgate Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

SIXTH SUBDIVISION

(Northgate Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Bowbells 20 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than O-1 prohibited.

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

Northgate Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such train arrives.

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

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

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

8. AUTOMATIC INTERLOCKINGS.

Bowbells, 1.15 miles east of MS&P&SSM. RR. crossing

SEVENTH SUBDIVISION

(Amenia Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

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

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

(b) At Casselton Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

3. SPRING SWITCHES WITH FACING POINT LOCK.

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

4. AUTOMATIC INTERLOCKINGS.

Vance Junction with First Subdivision

EIGHTH SUBDIVISION

(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. ENGINE RESTRICTIONS.

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

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

At Grenora Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 180 and 178 arrive will clear Nos. 177 and 179 respectively at that point.

NINTH SUBDIVISION

(Chaffee Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Steam engines backing up 10 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than G-3 prohibited.

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

At Chaffee Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

SPEED TABLE

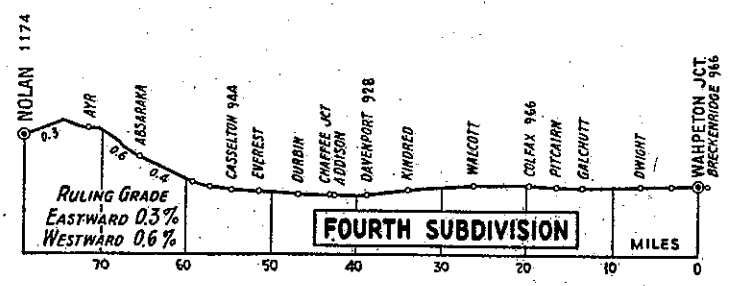
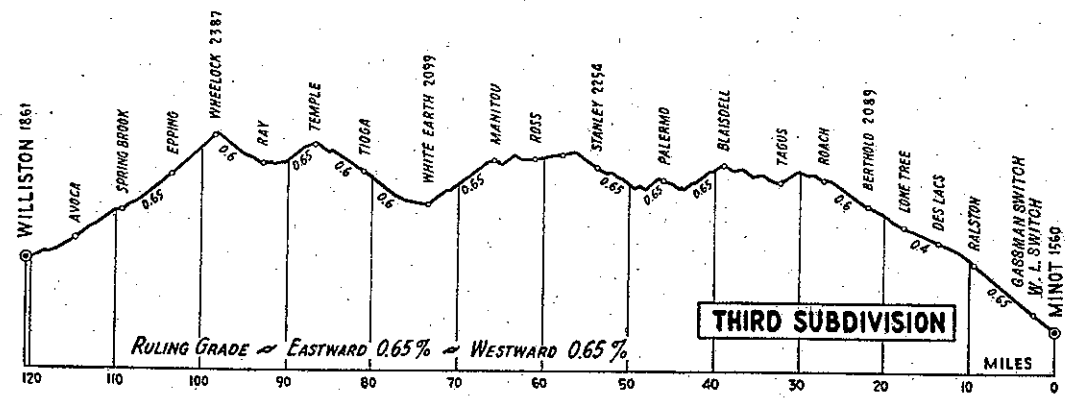
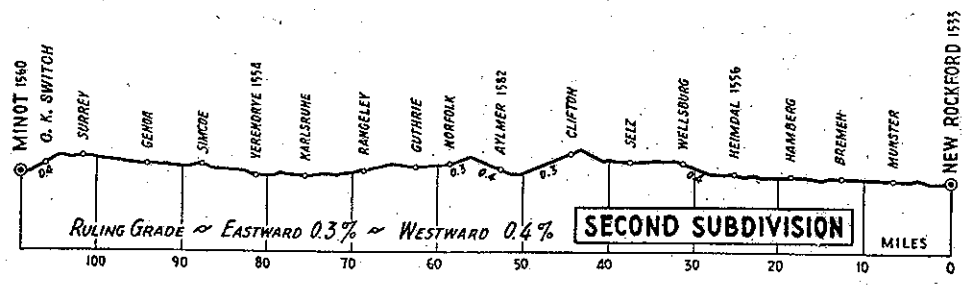
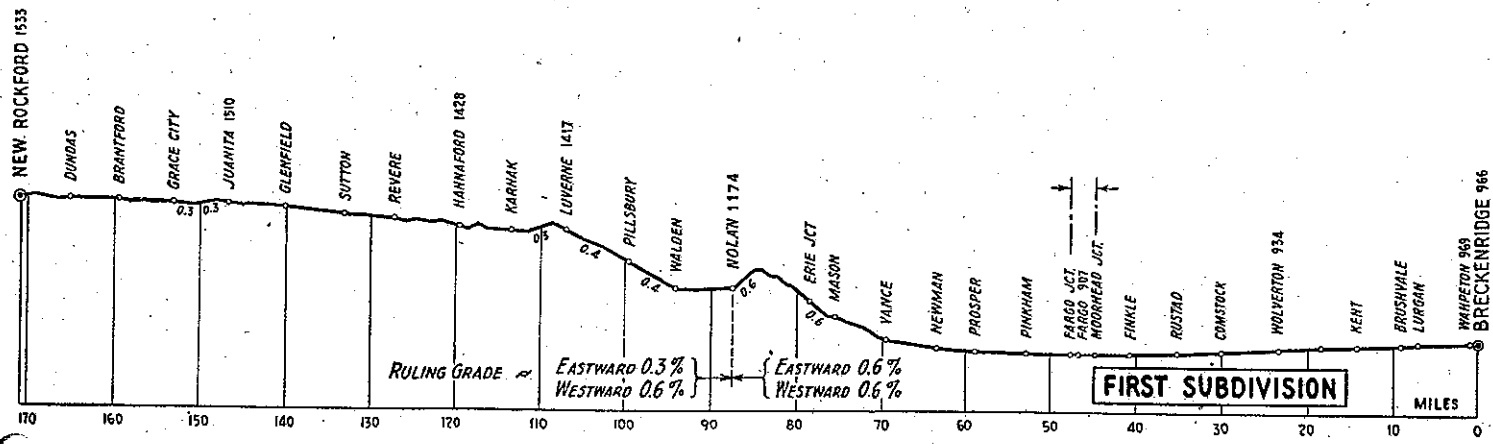
WATCH INSPECTORS

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

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

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



Elevation...175

MINOT DIVISION