## COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
*Dr. Ernest R. Anderson, Asst. Chf. Surg., Minneapolis, Minn.
*Dr. Louis T. O'Brien .....Breckenridge, Minn.
Dr. C. W. Jacobson .....Breckenridge, Minn.
*Dr. Clarence V. Bateman .....Wahpeton, N. D.
Dr. E. W. Humphrey .....Moorhead, Minn.
*Dr. V. G. Borland .....Fargo, N. D.
Dr. H. J. Fortin .....Fargo, N. D.
Dr. G. Howard Hall .....Fargo, N. D.
Dr. R. C. Gaebe .....Casselton, N. D.
Dr. I. O. Kiesel .....Page, N. D.
*Dr. C. G. Owens .....New Rockford, N. D.
*Drs. Kermott and Kermott .....Minot, N. D.
Dr. Frank Wheelon .....Minot, N. D.
*Dr. M. G. Flath .....Stanley, N. D.
Dr. William Knoblock .....Tioga, N. D.
*Dr. Robert Goodman .....Powers Lake, N. D.
*Dr. C. O. McPhail .....Crosby, N. D.
*Dr. J. P. Craven .....Williston, N. D.
Dr. Edward J. Hagan .....Williston, N. D.
*Dr. T. W. Collison .....Scobey, Montana
Dr. R. D. Harper .....Sidney, Montana
*Dr. Harold Messinger .....Plentywood, Mont.
Dr. Roy Messinger .....Plentywood, Mont.
Dr. P. O. C. Johnson .....Watford City, North Dakota

*Designates also Examining Surgeon.

## OPHTHALMIC SURGEONS
(Eye Doctors)

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

R. R. Conway, Chief Dispatcher.
R. E. STROM, Trainmaster.
F. W. LANE, Trainmaster.
T. G. HOOKER, Trainmaster.

# GREAT NORTHERN RAILWAY COMPANY

# MINOT DIVISION

# TIME TABLE 86

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

## Sunday, June 9, 1957

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

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

**H. H. HOLMQUIST, Superintendent.**
**R. N. WHITMAN, Assistant General Manager.**
**C. O. HOOKER, General Manager.**
**A. W. CAMPBELL, General Superintendent Transportation.**

Printed in U.S.A.

# 2 WESTWARD — FIRST SUBDIVISION

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 491 Daily | 343 Mon., Wed., Thurs., Sat. | 485 Daily | 449 Daily | (332) 327 Daily Ex. Sun. | 199 Daily Ex. Sun. | 311 Daily Ex. Sun. | 341 Daily Ex. Sun. | FIRST CLASS 11 Daily | 27 Daily | 3 Daily | 9 Daily Ex. Sun. | 99 Sunday only | 31 Daily | Distance from Breckenridge | Time Table No. 86 Effective June 9, 1957 STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A214 | Yard | 1145 | L 8.30Pm | ..... | L 2.15Pm | L.6.40Am | ..... | L 6.00Am | ..... | ..... | ..... | L 1.50Pm | ..... | L 4.35Am | ..... | L 12.55Am | ..... | BRECKENRIDGE.★ | BR |
| R 1 | ..... | 136 | ..... | ..... | ..... | ..... | ..... | s 6.05 | ..... | ..... | ..... | s 1.52 | ..... | s 4.40 | ..... | ..... | 0.99 | 0.99 ....WAHPETON.... | WH |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.19 | 0.20 .MILW. CROSSING. | .... |
| ..... | ..... | ..... | A 8.40Pm | ..... | A 2.25Pm | A 6.50Am | ..... | A 6.08Am | ..... | ..... | ..... | 1.54 | ..... | 4.43 | ..... | 494 12.59 | 1.84 | 0.65 .WAHPETON JCT.. | .... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5.40 | 3.56 .MILW. CROSSING. | .... |
| P 7 | ..... | 40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.00 | ..... | 4.49 | ..... | 1.04 | 7.25 | 1.85 .....LURGAN..... | .... |
| P 9 | ..... | 22 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f 4.52 | ..... | ..... | 9.20 | 1.95 ....BRUSHVALE.... | .... |
| P 14 | 90 | 43 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.07 | ..... | f 5.02 | ..... | 1.11 | 14.23 | 5.03 .....KENT..... | KN |
| P 23 | 89 | 49 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.16 | ..... | f 5.16 | ..... | 1.20 | 23.24 | 9.01 ...WOLVERTON... | WO |
| P 29 | ..... | 78 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.22 | ..... | f 5.26 | ..... | 1.26 | 30.05 | 6.81 ....COMSTOCK.... | CM |
| P 35 | ..... | 36 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.27 | ..... | f 5.36 | ..... | 1.31 | 35.23 | 5.18 .....RUSTAD..... | J |
| P 40 | ..... | 35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.32 | ..... | 5.43 | ..... | 1.36 | 40.75 | 5.52 .....FINKLE..... | .... |
| ..... | 147 | 144 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | L 9.20Pm | 2.36 | L 1.34Pm | 5.50 | ..... | 32 1.40 | 44.75 | 4.00 .MOORHEAD JCT.. | MJ |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 44.93 | 0.18 .N. P. Ry. Crossing. | .... |
| 241 | 55 | 263 | ..... | ..... | ..... | ..... | L 8.01Pm | ..... | ..... | ..... | s 9.23 | s 2.38 | s 1.36 | s 5.55 | ..... | 1.42 | 45.61 | 0.68 ....MOORHEAD.... | MH |
| 242 | Yard | 1743 | ..... | L 5.00Pm | ..... | ..... | A 8.10Pm | ..... | L 7.00Am | L 6.45Am | A 9.26 L 9.29 | A 2.40 L 2.55 | A 1.39 L 1.49 | A 5.58 L 6.20 | L 6.25Am | A 1.45 L 1.50 | 46.66 | 1.05 .....FARGO.★.. | FO |
| 242 | ..... | ..... | ..... | 5.10 | ..... | ..... | ..... | ..... | 7.05 | 6.55 | A 9.31Pm | 2.58 | A 1.53Pm | A 6.23Am | A 6.28Am | 1.53 | 47.68 | 1.02 ....FARGO JCT..... | F |
| FS 6 | 68 | 14 | ..... | 342 5.25 | ..... | ..... | ..... | ..... | f 7.15 | f 7.05 | ..... | 3.05 | ..... | ..... | ..... | 1.58 | 52.91 | 5.23 .....PINKHAM..... | .... |
| FS 12 | 69 | 23 | ..... | 312 5.50 | ..... | ..... | ..... | ..... | s 7.28 | f 7.17 | ..... | 3.12 | ..... | ..... | ..... | 2.04 | 59.08 | 6.17 .....PROSPER..... | RO |
| FS 17 | ..... | 34 | ..... | ..... | ..... | ..... | ..... | ..... | f 7.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 63.22 | 4.14 .....NEWMAN..... | .... |
| FS 23 | 65 | ..... | L10.23Pm | 6.03 | L 4.13Pm | L 8.50Am | ..... | ..... | A 7.45 L 8.00 | A 7.30Am | ..... | 28 3.25 | ..... | ..... | ..... | 2.14 | 69.52 | 6.30 .....VANGE..... | .... |
| FS 29 | 69 | 32 | 10.33 | 6.10 | 4.23 | 9.01 | ..... | ..... | f 8.10 | ..... | ..... | 3.32 | ..... | ..... | ..... | 2.20 | 75.57 | 6.05 .....MASON..... | .... |
| S 15 | ..... | ..... | 10.39 | A 6.15Pm | 4.29 | 9.07 | ..... | ..... | 8.15 | ..... | ..... | 3.35 | ..... | ..... | ..... | 2.23 | 78.60 | 3.03 .....ERIE JCT..... | .... |
| FS 41 | 128 | ..... | 10.54 | ..... | 4.44 | 9.22 | ..... | Ls9.30Am | A 8.30Am | ..... | ..... | 3.44 | ..... | ..... | ..... | 2.30 | 87.41 | 8.81 .....NOLAN.★... | W |
| FS 47 | 79 | 23 | 11.03 | ..... | 4.55 | 9.31 | ..... | s 9.45 | ..... | ..... | ..... | 3.50 | ..... | ..... | ..... | 2.36 | 94.10 | 6.69 .....WALDEN..... | .... |
| FS 53 | 142 | 27 | 11.14 | ..... | 5.04 | 9.42 | ..... | s10.10 | ..... | ..... | ..... | 200 3.56 | ..... | ..... | ..... | 2.41 | 99.46 | 5.36 ....PILLSBURY.... | BX |
| FS 60 | 128 | 34 | 11.28 | ..... | 5.18 | 9.56 | ..... | s10.30 | ..... | ..... | ..... | 4.04 | ..... | ..... | ..... | 2.48 | 106.85 | 7.39 .....LUVERNE..... | NE |
| FS 67 | 79 | 34 | 11.42 | ..... | 5.32 | 10.10 | ..... | s10.45 | ..... | ..... | ..... | 4.12 | ..... | ..... | ..... | 2.53 | 113.21 | 6.36 .....KARNAK..... | NA |
| FS 73 | 133 | 26 | 32 12.02Am | ..... | 5.41 | 10.19 | ..... | s11.05 | ..... | ..... | ..... | f 4.18 | ..... | ..... | ..... | 3.00 | 119.60 | 6.39 .N. P. Ry. Crossing. ...HANNAFORD.★ | HO |
| FS 80 | ..... | 39 | 12.15 | ..... | 5.50 | 10.28 | ..... | s11.25 | ..... | ..... | ..... | 4.25 | ..... | ..... | ..... | 3.07 | 127.03 | 7.43 .....REVERE..... | .... |
| FS 86 | 139 | 33 | 12.27 | ..... | 5.58 | 10.36 | ..... | s11.45 | ..... | ..... | ..... | 4.31 | ..... | ..... | ..... | 3.12 | 133.00 | 5.97 .....SUTTON..... | SU |
| FS 93 | ..... | 52 | 12.36 | ..... | 6.07 | 10.45 | ..... | s12.05Pm | ..... | ..... | ..... | 4.38 | ..... | ..... | ..... | 3.18 | 139.97 | 6.97 ....GLENFIELD.... | GD |
| FS100 | 143 | 33 | 12.44 | ..... | 6.15 | 10.53 | ..... | s12.17 | ..... | ..... | ..... | 4.44 | ..... | ..... | ..... | 3.23 | 146.53 | 6.56 .....JUANITA.★.. | JA |
| FS106 | ..... | 45 | 12.52 | ..... | 6.23 | 11.01 | ..... | s12.30 | ..... | ..... | ..... | 4.50 | ..... | ..... | ..... | 3.28 | 152.97 | 6.44 ...GRACE CITY... | G |
| FS113 | 146 | 33 | 1.00 | ..... | 6.31 | 11.09 | ..... | s12.42 | ..... | ..... | ..... | 4.56 | ..... | ..... | ..... | 3.33 | 159.36 | 6.39 ...BRANTFORD... | BF |
| FS118 | 136 | 32 | 1.07 | ..... | 6.38 | 11.16 | ..... | 200 f12.55 | ..... | ..... | ..... | 5.01 | ..... | ..... | ..... | 3.38 | 165.11 | 5.75 .....DUNDAS..... | .... |
| FS124 | 210 | 605 | A 1.20Am | ..... | A 6.50Pm | A11.30Am | ..... | 486 A 1.05Pm | ..... | ..... | ..... | A 5.06Pm | ..... | ..... | ..... | A 3.47Am | 170.95 | 5.84 N.P.Ry.Crossing. NEW ROCKFORD★ | KO |
| | | | 3.07 33.1 | 1.15 25.6 | 2.47 37.1 | 2.50 36.4 | 0.09 7.00 | 3.43 23.0 | 1.30 27.2 | .45 30.5 | .11 16.0 | 3.16 52.3 | .19 9.2 | 1.48 26.5 | .03 20.4 | 2.52 59.6 | | Time Over Subd'n Av. Speed Per Hr. | |

AUTOMATIC BLOCK SIGNALS

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 86
Effective June 9, 1957

AUTOMATIC BLOCK SIGNALS

| STATIONS | Distance From New Rockford | SIGNS | FIRST CLASS 100 Monday only | 12 Daily | 28 Daily | 4 Daily | 10 Daily Ex. Sun. | 32 Daily | SECOND CLASS (331) 328 Daily Ex. Sun. | 200 Daily Ex. Sun. | 312 Daily Ex. Sun. | 342 Daily Ex. Sun. | 344 Mon., Wed., Thurs., Sat. | 486 Daily | 494 Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ..BRECKENRIDGE★ | 170.95 | RDNXW KOYIB | ..... | ..... | A 5.06Pm | ..... | A 11.55Pm | A 2.37Am | ..... | A 8.15Pm | ..... | ..... | ..... | A 5.32Pm | A 1.10Am |
| 0.99 | | | | | | | | | | | | | | | |
| .....WAHPETON..... | 169.96 | PXDN | ..... | ..... | s 5.02 | ..... | s11.50 | ..... | ..... | s 8.05 | ..... | ..... | ..... | ..... | ..... |
| 0.20 | | | | | | | | | | | | | | | |
| ..MILW. CROSSING.. | 169.76 | M | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 0.65 | | | | | | | | | | | | | | | |
| ..WAHPETON JCT... | 169.11 | PJXI | ..... | ..... | 4.59 | ..... | 11.43 | 2.30 | ..... | L 8.00Pm | ..... | ..... | ..... | L 5.22Pm | L 31 12.59Am |
| 3.56 | | | | | | | | | | | | | | | |
| ..MILW. CROSSING.. | 165.55 | I | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1.85 | | | | | | | | | | | | | | | |
| .....LURGAN..... | 163.70 | P | ..... | ..... | 4.52 | ..... | 11.36 | 2.23 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1.95 | | | | | | | | | | | | | | | |
| ....BRUSHVALE.... | 161.75 | ..... | ..... | ..... | ..... | ..... | f11.32 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5.03 | | | | | | | | | | | | | | | |
| .....KENT..... | 156.72 | DP | ..... | ..... | 4.44 | ..... | f11.25 | 2.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9.01 | | | | | | | | | | | | | | | |
| ....WOLVERTON.... | 147.71 | DP | ..... | ..... | 4.35 | ..... | f11.12 | 2.05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6.81 | | | | | | | | | | | | | | | |
| .....COMSTOCK..... | 140.90 | DP | ..... | ..... | 4.28 | ..... | f11.02 | 1.57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5.18 | | | | | | | | | | | | | | | |
| .....RUSTAD..... | 135.72 | DP | ..... | ..... | 4.23 | ..... | f10.55 | 1.51 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5.52 | | | | | | | | | | | | | | | |
| .....FINKLE..... | 130.20 | P | ..... | ..... | 4.18 | ..... | 10.48 | 1.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4.00 | | | | | | | | | | | | | | | |
| ..MOORHEAD JCT.. | 126.20 | IDNPXJ | ..... | A 8.10Am | 4.13 | A 4.40Pm | 10.42 | 31 1.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 0.18 | | | | | | | | | | | | | | | |
| .N. P. RY. CROSSING. | 126.02 | I | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 0.68 | | | | | | | | | | | | | | | |
| .....MOORHEAD..... | 125.34 | DNPXR | ..... | s 8.09 | s 4.11 | s 4.38 | s10.40 | 1.33 | A 7.10Am | ..... | ..... | ..... | ..... | ..... | ..... |
| 1.05 | | | | | | | | | | | | | | | |
| .....FARGO...★.. | 124.29 | WXBDNIKR | A 12.30Am | L 8.04<br>A 8.01 | L 4.08<br>A 3.53 | L 4.35<br>A 4.23 | L 10.30<br>A 10.09 | L 1.30<br>A 1.23 | L 7.00Am | ..... | A 6.15Pm | A 5.45Pm | A 12.35Am | ..... | ..... |
| 1.02 | | | | | | | | | | | | | | | |
| ....FARGO JCT..... | 123.27 | BDNJK ORWXY | L 12.25Am | L 7.59Am | 3.50 | L 4.20Pm | L 10.06Pm | 1.19 | ..... | ..... | 6.10 | 5.35 | 12.30 | ..... | ..... |
| 5.23 | | | | | | | | | | | | | | | |
| .....PINKHAM..... | 118.04 | P | ..... | ..... | 3.44 | ..... | ..... | 1.14 | ..... | ..... | f 6.01 | 343 5.25 | 12.15 | ..... | ..... |
| 6.17 | | | | | | | | | | | | | | | |
| .....PROSPER..... | 111.87 | DP | ..... | ..... | 3.38 | ..... | ..... | 1.08 | ..... | ..... | s 5.50 | f 5.13 | 12.05Am | ..... | ..... |
| 4.14 | | | | | | | | | | | | | | | |
| .....NEWMAN..... | 107.73 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f 5.43 | ..... | ..... | ..... | ..... |
| 6.30 | | | | | 27 | | | | | | L 5.35 | | | | |
| .....VANCE..... | 101.43 | RYPJI | ..... | ..... | 3.25 | ..... | ..... | 12.56 | ..... | ..... | A 5.20 | L 5.00Pm | 11.45 | ..... | ..... |
| 6.05 | | | | | | | | | | | | | | | |
| .....MASON..... | 95.38 | P | ..... | ..... | 3.14 | ..... | ..... | 12.50 | ..... | ..... | f 5.10 | ..... | 11.31 | ..... | ..... |
| 3.03 | | | | | | | | | | | | | L | | |
| .....ERIE JCT..... | 92.35 | PJ | ..... | ..... | 3.11 | ..... | ..... | 12.46 | ..... | ..... | 5.05 | ..... | 11.25Pm | ..... | ..... |
| 8.81 | | | | | | | | | | | | | | | |
| .....NOLAN...★.. | 83.54 | PIDNWJ | ..... | ..... | 3.02 | ..... | ..... | 12.37 | ..... | As4.25Pm | L 4.50Pm | ..... | ..... | A 3.01Pm | A 10.30Pm |
| 6.69 | | | | | | | | | | | | | | | |
| .....WALDEN..... | 76.85 | P | ..... | ..... | 2.56 | ..... | ..... | 12.30 | ..... | s 4.10 | ..... | ..... | ..... | 2.53 | 10.18 |
| 5.36 | | | | | | | | | | | | | | | |
| .....PILLSBURY..... | 71.49 | DP | ..... | ..... | 2.51 | ..... | ..... | 12.24 | ..... | 27 s 3.56 | ..... | ..... | ..... | 2.46 | 10.11 |
| 7.39 | | | | | | | | | | | | | | | |
| .....LUVERNE..... | 64.10 | DP | ..... | ..... | 2.44 | ..... | ..... | 12.16 | ..... | s 3.30 | ..... | ..... | ..... | 2.36 | 10.01 |
| 6.36 | | | | | | | | | | | | | | | |
| .....KARNAK..... | 57.74 | DP | ..... | ..... | 2.36 | ..... | ..... | 12.08 | ..... | s 3.15 | ..... | ..... | ..... | 2.26 | 9.51 |
| 6.39 | | | | | | | | | | | | | | | |
| .N. P. RY. CROSSING. | | | | | | | | | | | | | | | |
| ....HANNAFORD.★.. | 51.35 | IDNPW | ..... | ..... | s 2.30 | ..... | ..... | 491 12.02Am | ..... | s 3.01 | ..... | ..... | ..... | 2.18 | 9.43 |
| 7.43 | | | | | | | | | | | | | | | |
| .....REVERE..... | 43.92 | P | ..... | ..... | 2.21 | ..... | ..... | 11.54 | ..... | s 2.36 | ..... | ..... | ..... | 2.08 | 9.33 |
| 5.97 | | | | | | | | | | 28 | | | | | |
| .....SUTTON..... | 37.95 | DP | ..... | ..... | 200 2.15 | ..... | ..... | 11.47 | ..... | s 2.15 | ..... | ..... | ..... | 2.00 | 9.25 |
| 6.97 | | | | | | | | | | | | | | | |
| .....GLENFIELD..... | 30.98 | DP | ..... | ..... | 2.08 | ..... | ..... | 11.40 | ..... | s 1.55 | ..... | ..... | ..... | 1.50 | 9.15 |
| 6.56 | | | | | | | | | | 486 | | | | 200 | |
| .....JUANITA..★.. | 24.42 | DNP | ..... | ..... | 2.01 | ..... | ..... | 11.33 | ..... | s 1.41 | ..... | ..... | ..... | 1.41 | 9.06 |
| 6.44 | | | | | | | | | | | | | | | |
| ....GRACE CITY.... | 17.98 | DP | ..... | ..... | 1.54 | ..... | ..... | 11.27 | ..... | s 1.23 | ..... | ..... | ..... | 1.32 | 8.57 |
| 6.39 | | | | | | | | | | | | | | | |
| ....BRANTFORD.... | 11.59 | DP | ..... | ..... | 1.48 | ..... | ..... | 11.21 | ..... | s 1.08 | ..... | ..... | ..... | 1.23 | 8.48 |
| 5.75 | | | | | | | | | | 199 | | | | | |
| .....DUNDAS..... | 5.84 | P | ..... | ..... | 1.42 | ..... | ..... | 11.14 | ..... | f12.55 | ..... | ..... | ..... | 1.15 | 8.40 |
| 5.84 | | | | | | | | | | | | | | | |
| .N. P. RY. CROSSING. | | RDNPKB | | | | | | | | L | | | | | |
| ..NEW ROCKFORD★ | | IWXOY | ..... | ..... | L 1.37Pm | ..... | ..... | L 11.07Pm | ..... | 12.40Pm | ..... | ..... | ..... | 199 L 1.05Pm | L 8.30Pm |
| Time Over Subdivision | | | .05 | .11 | 3.29 | .20 | 1.49 | 3.30 | .10 | 4.00 | 1.25 | .45 | 1.10 | 2.06 | 2.11 |
| Average Speed Per Hour | | | 12.2 | 16.0 | 49.0 | 8.8 | 26.2 | 48.8 | 6.3 | 21.3 | 28.8 | 30.5 | 27.4 | 40.7 | 38.8 |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## 4 WESTWARD — THIRD SUBDIVISION — EASTWARD

| Station Number | Car Capacity: Siding | Car Capacity: Other Tracks | | | | WESTWARD FIRST CLASS 235: Daily Ex. Sun. | WESTWARD FIRST CLASS 3: Daily | Distance from Pacific Jct. | Time Table No. 93 Effective January 1, 1961 — STATIONS | Telegraph Calls | Distance from Sweet Grass | SIGNS | EASTWARD FIRST CLASS 4: Daily | EASTWARD FIRST CLASS 236: Daily Ex. Sun. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 961 | ..... | ..... | ..... | ..... | ..... | ..... | L 3.35Am | ..... | .....PACIFIC JCT..... | ..... | 256.75 | JPY | A 8.02Pm | ..... | ..... | ..... |
| | | | | | | | | | 10.88 | | | | | | | |
| Z 11 | 48 | 10 | ..... | ..... | ..... | ..... | 3.47 | 10.88 | .....LAREDO..... | ..... | 245.87 | P | 7.49 | ..... | ..... | ..... |
| | | | | | | | | | 9.82 | | | | | | | |
| Z 20 | 91 | 38 | ..... | ..... | ..... | ..... | 3.59 | 20.70 | .....BOX ELDER..... | BX | 236.05 | DP | 7.39 | ..... | ..... | ..... |
| | | | | | | | | | 10.82 | | | | | | | |
| Z 31 | 90 | 115 | ..... | ..... | ..... | ..... | s 4.20 | 31.52 | .....BIG SANDY.....★ | BS | 225.23 | DNP | s 7.28 | ..... | ..... | ..... |
| | | | | | | | | | 13.89 | | | | | | | |
| Z 45 | 87 | 25 | ..... | ..... | ..... | ..... | 4.35 | 45.41 | .....VIRGELLE..... | ..... | 211.34 | P | 7.09 | ..... | ..... | ..... |
| | | | | | | | | | 16.80 | | | | | | | |
| Z 62 | 86 | 20 | ..... | ..... | ..... | ..... | 4.55 | 62.21 | .....CHAPPELL..... | CQ | 194.54 | DP | 6.47 | ..... | ..... | ..... |
| | | | | | | | | | 12.50 | | | | | | | |
| Z 75 | 92 | 72 | ..... | ..... | ..... | ..... | s 5.20 | 74.71 | ....FORT BENTON.....★ | BN | 182.04 | DNP | s 6.28 | ..... | ..... | ..... |
| | | | | | | | | | 15.69 | | | | | | | |
| Z 91 | 75 | 36 | ..... | ..... | ..... | ..... | 5.40 | 90.40 | .....CARTER..... | CA | 166.35 | DP | 6.07 | ..... | ..... | ..... |
| | | | | | | | | | 5.00 | | | | | | | |
| Z 96 | 29 | 20 | ..... | ..... | ..... | ..... | 5.47 | 95.40 | .....FLOWEREE..... | ..... | 161.35 | P | 6.01 | ..... | ..... | ..... |
| | | | | | | | | | 7.58 | | | | | | | |
| Z103 | 86 | 29 | ..... | ..... | ..... | ..... | 5.56 | 102.98 | .....PORTAGE..... | RE | 153.77 | DP | 5.52 | ..... | ..... | ..... |
| | | | | | | | | | 5.59 | | | | | | | |
| Z108 | 100 | 19 | ..... | ..... | ..... | ..... | 6.03 | 108.57 | .....SHEFFELS..... | ..... | 148.18 | P | 5.45 | ..... | ..... | ..... |
| Z119 | ..... | ..... | ..... | ..... | ..... | L 7.00Am | A 6.20 L 6.40 | 119.22 | 10.65 ....GREAT FALLS.....★ | PD | 137.53 | BDNJK PRXW | L 5.30 A 12.45 | A 4.50Pm | ..... | ..... |
| Z119 | ..... | ..... | ..... | ..... | ..... | A 7.03Am | 6.43 | 119.85 | .63 .....W. S. JCT.....★ | GS | 136.90 | BDNJK OPRWXYZ | 12.42 | L 4.46Pm | ..... | ..... |
| | | | | | | | | | 3.10 | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.48 | 122.95 | .....EMERSON JCT..... | ..... | 133.80 | JP | 12.37 | ..... | ..... | ..... |
| | | | | | | | | | 8.37 | | | | | | | |
| ZB12 | 153 | 19 | ..... | ..... | ..... | ..... | 7.01 | 131.32 | .....VAUGHN..... | BY | 125.43 | DPJXR | 12.23 | ..... | ..... | ..... |
| | | | | | | | | | 6.68 | | | | | | | |
| ZB19 | 48 | 6 | ..... | ..... | ..... | ..... | 7.09 | 138.00 | .....GORDON..... | ..... | 118.75 | P | 12.13 | ..... | ..... | ..... |
| | | | | | | | | | 7.33 | | | | | | | |
| ZB27 | 123 | 26 | ..... | ..... | ..... | ..... | 7.18 | 145.33 | .....POWER..... | PO | 111.42 | DPJXYR | 12.03Pm | ..... | ..... | ..... |
| | | | | | | | | | 10.56 | | | | | | | |
| ZB37 | 121 | 58 | ..... | ..... | ..... | ..... | s 7.36 | 155.89 | .....DUTTON.....★ | DU | 100.86 | DNP | s 11.50 | ..... | ..... | ..... |
| | | | | | | | | | 3.04 | | | | | | | |
| ZB40 | 58 | 13 | ..... | ..... | ..... | ..... | 7.41 | 158.93 | .....ACME..... | ..... | 97.82 | P | 11.45 | ..... | ..... | ..... |
| | | | | | | | | | 4.36 | | | | | | | |
| ZB45 | 58 | 28 | ..... | ..... | ..... | ..... | 7.47 | 163.29 | .....COLLINS..... | ON | 93.46 | DP | 11.39 | ..... | ..... | ..... |
| | | | | | | | | | 9.96 | | | | | | | |
| ZB55 | 96 | 32 | ..... | ..... | ..... | ..... | s 8.01 | 173.25 | .....BRADY..... | BA | 83.50 | DP | 11.28 | ..... | ..... | ..... |
| | | | | | | | | | 13.40 | | | DNP | | | | |
| ZB69 | 173 | 274 | ..... | ..... | ..... | ..... | s 8.20 | 186.65 | .....CONRAD.....★ | RD | 70.10 | BWXYR | s 11.10 | ..... | ..... | ..... |
| | | | | | | | | | 3.22 | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.25 | 189.87 | .....M. W. JCT..... | ..... | 66.88 | PJ | 10.56 | ..... | ..... | ..... |
| | | | | | | | | | 7.64 | | | | | | | |
| ZB79 | 131 | 20 | ..... | ..... | ..... | ..... | 8.37 | 197.51 | .....LEDGER..... | FA | 59.24 | DP | 10.46 | ..... | ..... | ..... |
| | | | | | | | | | 4.64 | | | | | | | |
| ZB84 | 47 | 14 | ..... | ..... | ..... | ..... | 8.44 | 202.15 | .....FOWLER..... | ..... | 54.60 | P | 10.40 | ..... | ..... | ..... |
| | | | | | | | | | 6.53 | | | | | | | |
| ZB91 | 121 | 6 | ..... | ..... | ..... | ..... | 8.54 | 208.68 | .....NAISMITH..... | ..... | 48.07 | P | 10.30 | ..... | ..... | ..... |
| | | | | | | | | | 9.32 | | | DNPBJY | | | | |
| 1061 | ..... | ..... | ..... | ..... | ..... | ..... | A 9.15Am | 217.90 | .....SHELBY.....★ | SJ | 38.85 | KORWX | L 10.15Am | ..... | ..... | ..... |

**TRAINS BETWEEN SHELBY AND S. G. JCT. WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | 1.49 | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 219.39 | .....S. G. JCT..... | ..... | 37.36 | XJP | ..... | ..... | ..... | ..... |
| | | | | | | | | | 18.58 | | | | | | | |
| ZB120 | 47 | 114 | ..... | ..... | ..... | ..... | ..... | 237.97 | .....KEVIN..... | K | 18.78 | XDP | ..... | ..... | ..... | ..... |
| | | | | | | | | | 10.42 | | | | | | | |
| ZB130 | 22 | 64 | ..... | ..... | ..... | ..... | ..... | 248.39 | .....SUNBURST..... | SU | 8.36 | XDP | ..... | ..... | ..... | ..... |
| | | | | | | | | | 8.36 | | | | | | | |
| ZB139 | 18 | 92 | ..... | ..... | ..... | ..... | ..... | 256.75 | .....SWEET GRASS..... | G | ..... | BDKPRXY | ..... | ..... | ..... | ..... |
| | | | | | | .03 12.6 | 5.40 38.45 | | Time Over Subdivision Average Speed Per Hour | | | | 9.47 22.35 | .04 8.21 | | |

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

**SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.**

**Time Table No. 86**
Effective June 9, 1957

AUTOMATIC BLOCK SIGNALS

| STATIONS | Distance from Minot | SIGNS | FIRST CLASS 4 Daily | 10 Daily Ex. Sun. | 100 Sunday Only | 28 Daily | 32 Daily | SECOND CLASS 320 Daily Ex. Sun. | 200 Daily Ex. Sun. | 486 Daily | 494 Daily | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NEW ROCKFORD ★ | 108.81 | IRDNPB KWXOY | ..... | ..... | ..... | A 1.32Pm | A 11.02Pm | ..... | A 11.20Am | A 12.30Pm | A 8.20Pm | ..... | ..... |
| 6.80 | | | | | | | | | | | | | |
| MUNSTER | 102.01 | P | ..... | ..... | ..... | 1.25 | 10.54 | ..... | f11.01 | 12.12 | 8.10 | ..... | ..... |
| 5.69 | | | | | | | | | | 449 | | | |
| BREMEN | 96.32 | DP | ..... | ..... | ..... | 1.20 | 10.49 | ..... | s10.48 | 12.04Pm | 8.02 | ..... | ..... |
| 6.11 | | | | | | | | | | | | | |
| HAMBERG | 90.21 | DP | ..... | ..... | ..... | 1.14 | 10.43 | ..... | s10.30 | 11.56 | 7.54 | ..... | ..... |
| 6.41 | | | | | | | | | | | | | |
| HEIMDAL ★ | 83.80 | DNP | ..... | ..... | ..... | 1.08 | 10.37 | ..... | s10.11 | 11.48 | 7.45 | ..... | ..... |
| 6.10 | | | | | | | | | | | | | |
| WELLSBURG | 77.70 | DP | ..... | ..... | ..... | 1.02 | 10.31 | ..... | s 9.53 | 11.40 | 7.36 | ..... | ..... |
| 6.32 | | | | | | | | | | | 449 | | |
| SELZ | 71.38 | DP | ..... | ..... | ..... | 12.56 | 10.25 | ..... | s 9.35 | 11.32 | 7.27 | ..... | ..... |
| 7.03 | | | | | | | | | | | | | |
| CLIFTON | 64.35 | P | ..... | ..... | ..... | 12.49 | 10.18 | ..... | s 9.16 | 11.22 | 7.17 | ..... | ..... |
| 8.28 | | | | | | | | | | | | | |
| AYLMER ★ | 56.07 | DNPW | ..... | ..... | ..... | 12.41 | 10.10 | ..... | s 9.00 | 11.10 | 485 7.05 | ..... | ..... |
| 5.88 | | | | | | | | | | | | | |
| M. ST. P. & S. S. M. RY. CR. | | | | | | | | | | | | | |
| NORFOLK | 50.19 | IP | ..... | ..... | ..... | 12.35 | 10.04 | ..... | f 8.28 | 10.49 | 6.56 | ..... | ..... |
| 3.87 | | | | | | | | | | | | | |
| GUTHRIE | 46.32 | DP | ..... | ..... | ..... | 12.31 | 10.00 | ..... | s 8.20 | 10.43 | 6.51 | ..... | ..... |
| 5.96 | | | | | | | | | | | | | |
| RANGELEY | 40.36 | P | ..... | ..... | ..... | 12.26 | 9.55 | ..... | s 8.03 | 10.35 | 6.43 | ..... | ..... |
| 6.86 | | | | | | | | | | | | | |
| KARLSRUHE | 33.50 | DP | ..... | ..... | ..... | 449 12.20 | 9.48 | ..... | s 7.52 | 10.26 | 6.35 | ..... | ..... |
| 5.86 | | | | | | | | | | | 27 | | |
| VERENDRYE ★ | 27.64 | DNPW | ..... | ..... | ..... | 12.14 | 9.42 | ..... | s 7.35 | 10.18 | 6.25 | ..... | ..... |
| 6.42 | | | | | | | | | | | | | |
| SIMCOE | 21.22 | DP | ..... | ..... | ..... | 12.08 | 9.36 | ..... | s 7.18 | 10.10 | 6.10 | ..... | ..... |
| 6.41 | | | | | | | | | | | | | |
| GENOA | 14.81 | P | ..... | ..... | ..... | 12.02Pm | 9.30 | ..... | f 7.02 | 10.02 | 6.02 | ..... | ..... |
| 7.58 | | | | | | | | | | | 199 | | |
| SURREY | 7.23 | XRDNPIJ | A 10.40Am | A 1.40Pm | A 4.14Pm | 11.55 | 9.23 | A 6.19Am | s 6.50 | 9.50 | 5.50 | ..... | ..... |
| 3.40 | | | | | | | | | | | | | |
| J. D. SWITCH | 3.83 | IP | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1.34 | | | | | | | | | | | | | |
| C. K. SWITCH | 2.49 | PXI | 10.34 | 1.34 | 4.05 | 11.51 | 9.17 | 6.10 | 6.35 | 9.40 | 5.40 | ..... | ..... |
| 2.49 | | IRDNPW | | | | | | | | | 319 | | |
| MINOT ★ | ..... | KOXBY | L 10.30Am | L 1.30Pm | L 4.00Pm | L 11.45Am | L 9.12Pm | L 6.00Am | L 6.30Am | L 9.30Am | L 5.30Pm | ..... | ..... |
| Time Over Subdivision | | | .10 | .10 | .14 | 1.47 | 1.50 | .19 | 4.50 | 3.00 | 2.50 | | |
| Average Speed Per Hour | | | 43.4 | 43.4 | 31.0 | 61.0 | 59.3 | 22.8 | 22.5 | 36.3 | 38.4 | | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

# SEVENTH SUBDIVISION

## WESTWARD — EASTWARD

| Station Numbers | Capacity of Tracks | SECOND CLASS 239 Daily Ex. Sunday | Time Table No. 93 Effective January 1, 1961 STATIONS | Telegraph Calls | Distance from Moccasin | SIGNS | SECOND CLASS 240 Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|
| ZF30 | ..... | L 7.10Am | .....LEWISTOWN..... | WN | 30.73 | BDJKP RXY | A 5.25Am |
| **TRAINS BETWEEN LEWISTOWN AND SPRING CREEK JUNCTION BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.** | | | | | | | |
| ..... | ..... | L 7.35Am | 9.22 .SPRING CREEK JCT.. | ..... | 21.51 | JPR | A 4.57Am |
| ZF20 | 25 | f 7.39 | 1.19 .....KINGSTON..... | ..... | 20.32 | ..... | f 4.45 |
| ZF14 | 34 | s 7.58 | 6.09 .....ROSSFORK..... | ..... | 14.23 | ..... | s 4.34 |
| ZF 8 | 34 | s 8.19 | 6.71 .....KOLIN..... | ..... | 7.52 | DP | s 4.13 |
| ZD87 | 83 | A 8.42Am | 7.52 .....MOCCASIN..... | MC | ..... | DJPRXY | L 3.50Am |
| | | 1.07 19.3 | Time Over Subdivision Average Speed Per Hour | | | | 1.07 19.3 |

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

## WESTWARD — EIGHTH SUBDIVISION — EASTWARD

| Station Numbers | Capacity of Tracks | Distance from Vaughn | Time Table No. 93 Effective January 1, 1961 STATIONS | Telegraph Calls | SIGNS |
|---|---|---|---|---|---|
| ZB12 | 19 | ..... | .....VAUGHN..... | BY | DJPRXN |
| ..... | ..... | 5.64 | 5.64 .....DRACUT JCT..... | ..... | JPR |
| ZE 9 | 22 | 8.83 | 3.19 .....SUN RIVER..... | ..... | ..... |
| ZE14 | 27 | 13.34 | 4.51 .....FORT SHAW..... | ..... | P |
| ZE19 | 26 | 18.97 | 5.63 .....SIMMS..... | SM | DP |
| ZE25 | 26 | 22.90 | 3.93 .....LOWRY..... | ..... | ..... |
| ZE30 | 14 | 29.41 | 6.51 ....RIEBELING..... | ..... | ..... |
| ZE42 | 34 | 41.70 | 12.29 .....AUGUSTA..... | GN | DPRY |
| | | | Time Over Subdivision Average Speed Per Hour | | |

## WESTWARD — NINTH SUBDIVISION — EASTWARD

| Station Numbers | Capacity of Tracks | SECOND CLASS 373 Mon., Wed., Fri. | Distance from Power | Time Table No. 93 Effective January 1, 1961 STATIONS | Telegraph Calls | SIGNS | SECOND CLASS 374 Mon., Wed., Fri. |
|---|---|---|---|---|---|---|---|
| ZB27 | 26 | L 8.12Am | ..... | .....POWER..... | PO | DJPRXY | A 1.50Pm |
| ZG 6 | 10 | f 8.27 | 5.72 | 5.72 .....CORDOVA..... | ..... | ..... | f 1.30 |
| ZG12 | 24 | f 8.48 | 11.60 | 5.88 .....CLEIV..... | ..... | ..... | f 1.10 |
| ZG22 | ..... | A 9.14Am | 21.22 | 9.62 ....EASTHAM JCT..... | ..... | JPR | L 12.30Pm |
| **TRAINS BETWEEN EASTHAM JCT. AND CHOTEAU JCT. BE GOVERNED BY C. M. ST. P. & P. R. R. TIME TABLE AND RULES.** | | | | | | | |
| ..... | ..... | L 9.33Am | 28.05 | 6.83 ....CHOTEAU JCT..... | ..... | JPR | A 12.10Pm |
| ZG29 | 55 | s 9.36 | 28.70 | 0.65 .....CHOTEAU..... | CO | DP | s 12.08Pm |
| ..... | ..... | ..... | 29.55 | 0.85 C.M.St.P.&P.R.R.Cros'g. | ..... | U | ..... |
| ZG42 | 35 | s 10.18 | 42.53 | 12.98 .....BYNUM..... | ..... | P | s 11.27 |
| ZG51 | 67 | A 10.47Am | 51.11 | 8.58 .....PENDROY..... | RY | DPRY | L 11.00Am |
| | | 2.35 19.8 | | Time Over Subdivision Average Speed Per Hour | | | 2.50 18.1 |

**Westward trains are superior to eastward trains of the same class on the Eighth and Ninth Subdivisions.**

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 10.

### WATCH INSPECTORS

Butte .....S & S Jewelers.
Conrad .....Harold Pyle.
Great Falls .....Jim Kovich.
Sutherland Jewelry.
Havre .....Blacks' Jewelry.
Helena .....S. & M Jewelers.
Laurel .....Dudis Jewelry.
Lewistown .....Scheidt Jewelers.
Shelby .....Stulls Jewelry.

### SPEED TABLE

| Time Min. | Per Mile Sec. | Miles Per Hour | Time Min. | Per Mile Sec. | Miles Per Hour |
|---|---|---|---|---|---|
| | 46 | 78.3 | 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 | 0 | 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 | 0 | 20.0 |
| 1 | 6 | 54.5 | 3 | 30 | 17.1 |
| 1 | 7 | 53.7 | 4 | 0 | 15.0 |
| 1 | 8 | 52.9 | 5 | 0 | 12.0 |
| 1 | 9 | 52.2 | 6 | 0 | 10.0 |
| 1 | 10 | 51.4 | 7 | 0 | 8.6 |
| 1 | 12 | 50.0 | 8 | 0 | 7.5 |
| 1 | 14 | 48.6 | 9 | 0 | 6.7 |
| 1 | 16 | 47.4 | 10 | 0 | 6.0 |

AUTOMATIC BLOCK SIGNALS

**Time Table No. 86**
Effective June 9, 1957

| STATIONS | Distance from Williston | SIGNS | FIRST CLASS 4 Daily | FIRST CLASS 28 Daily | FIRST CLASS 32 Daily | | SECOND CLASS 220 Daily Ex. Sun. | SECOND CLASS 346 Daily Ex. Sun. | SECOND CLASS (177) 180 Daily Ex. Sun. | SECOND CLASS 494 Daily | SECOND CLASS 486 Daily | SECOND CLASS 492 Daily |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MINOT ★ (Dble. Track) | 120.24 | IRDNPWY KOXB | A 10.20Am | A 11.30Am | A 9.02Pm | | A 4.45Pm | A 11.01Am | | A 6.10Am | A 2.25Pm | A 11.20Pm |
| M. St. P. & S. S. M. Ry. Crossing (Dble. Track) | | | | | | | | | | | | |
| 4.31 | | | | | | | | | | | | |
| W. L. SWITCH (Dble. Track) | 115.93 | IP | 10.14 | 11.24 | 8.54 | | 4.31 | 10.48 | | 5.45 | 1.55 | 11.08 |
| 0.63 | | | | | | | | | | | | |
| GASSMAN SWITCH (Double Track) | 115.30 | IP | 10.13 | 11.23 | 8.53 | | 4.30 | 10.47 | | 5.43 | 1.53 | 11.06 |
| 4.30 | | | | | | | | | | | | |
| RALSTON (Double Track) | 111.00 | P | 10.07 | 11.18 | 8.47 | | f 4.22 | f 10.39 | | 5.35 | 1.45 | 10.59 |
| 4.23 | | | | | | | | | | | 449 | |
| DES LACS (Double Track) | 106.77 | IRDNP | 10.02 | 11.13 | 8.43 | | s 4.13 | s 10.31 | | 5.28 | 1.38 | 10.52 |
| 4.12 | | | | | | | | | | | | |
| LONE TREE | 102.65 | P | 9.57 | 11.08 | 8.39 | | s 4.02 | s 10.23 | | 5.21 | 1.31 | 10.45 |
| 4.75 | | | | | | | | | | | | |
| BERTHOLD ★ | 97.90 | IDNPBRX | 9.52 | 11.04 | 3 8.35 | | s 3.50 | s 10.15 | | 5.14 | 1.24 | 10.38 |
| 0.24 | | | | | | | | | | | | |
| CROSBY LINE JCT. | 97.66 | JPX | | | | | L 3.45Pm | | | | | |
| 4.43 | | | | | 423 | | | | | | | |
| ROACH | 93.23 | P | 9.47 | 10.59 | 8.30 | | | f 10.00 | | 5.08 | 1.18 | 10.32 |
| 5.04 | | | | | | | | | | | | |
| TAGUS | 88.19 | DP | 9.41 | 10.53 | 8.25 | | | s 9.52 | | 5.02 | 1.11 | 10.25 |
| 6.82 | | | | | | | | | | | | |
| BLAISDELL | 81.37 | DP | 9.34 | 10.46 | 8.18 | | | s 9.40 | | 4.52 | 1.02 | 10.17 |
| 6.98 | | | 346 | | 27 | | | 4 | | | | |
| PALERMO | 74.39 | DP | 9.26 | 10.38 | 8.10 | | | s 9.26 | | 4.40 | 12.50 | 10.05 |
| 6.35 | | | | | | | | | | | | |
| GRENORA LINE JUNCTION | 68.04 | PJ | | | | | | | A 7.35Pm | | | |
| 1.47 | | | | | | | | | | | | |
| STANLEY ★ | 66.57 | DNPIYXBR | s 9.17 | s10.30 | 8.01 | | | s 9.10 | L 7.30Pm | 4.25 | 12.35 | 9.50 |
| 7.33 | | | | | | | | | | | | 423-3 |
| ROSS | 59.24 | IDP | 9.05 | 10.19 | 7.53 | | | s 8.35 | | 4.00 | 12.15 | 9.25 |
| 4.55 | | | | | | | | | | | | |
| MANITOU | 54.69 | P | 9.00 | 10.14 | 7.48 | | | f 8.25 | | 3.52 | 12.07Pm | 9.18 |
| 7.49 | | | | | | | | 491 | | | | |
| WHITE EARTH | 47.20 | DP | 8.51 | 10.05 | 7.39 | | | s 8.10 | | 3.35 | 11.50 | 9.00 |
| 7.86 | | | | | | | | | | | | 27 |
| TIOGA ★ | 39.34 | DNP | 8.42 | 9.56 | 7.31 | | | s 7.58 | | 3.25 | 11.40 | 8.48 |
| 5.53 | | | 491 | | | | | | | | | |
| TEMPLE | 33.81 | DP | 8.36 | 9.50 | 7.26 | | | s 7.48 | | 3.18 | 11.33 | 8.28 |
| 6.25 | | | | | 345 | | | | | | | |
| RAY | 27.56 | DP | 8.29 | 9.43 | 7.20 | | | s 7.38 | | 3.08 | 11.23 | 8.18 |
| 5.31 | | | | | | | | 31 | | | | |
| WHEELOCK ★ (DOUBLE TRACK) | 22.25 | RDNPI | 8.22 | 9.37 | 7.15 | | | s 7.27 | | 3.00 | 11.15 | 8.10 |
| 5.17 | | | | | | | | | | | | |
| EPPING (DOUBLE TRACK) | 17.08 | DP | 8.14 | 9.29 | 7.09 | | | s 7.15 | | 2.45 | 11.01 | 7.55 |
| 5.81 | | | | | | | | | | | | |
| SPRING BROOK (DOUBLE TRACK) | 11.27 | P | 8.06 | 9.21 | 7.03 | | | s 7.00 | | 2.30 | 10.45 | 7.40 |
| 5.58 | | | | | | | | | | | | |
| AVOCA (DOUBLE TRACK) | 5.69 | P | 7.58 | 9.13 | 6.57 | | | f 6.53 | | 2.18 | 10.33 | 7.28 |
| 5.69 | | | | | | | | | | | | |
| WILLISTON ★ (DOUBLE TRACK) | | RDNPWY KOXB | L 7.50Am | L 9.05Am | L 6.50Pm | | | L 6.45Am | | L 2.00Am | L 10.15Am | L 7.10Pm |
| Time Over Subdivision | | | 2.30 | 2.25 | 2.12 | | 1.00 | 4.16 | .05 | 4.10 | 4.10 | 4.10 |
| Average Speed Per Hour | | | 48.1 | 49.7 | 54.7 | | 22.6 | 28.2 | 17.6 | 28.9 | 28.9 | 28.9 |

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

## CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engines, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Flammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 727 and 811.

8. 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 evidence 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.

9. 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.

## FIRST SUBDIVISION

**(Main Line)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Bainville and Havre | 79 MPH | 60 MPH |

2. **SPEED RESTRICTIONS.**

   Culbertson, No. 32 to permit proper discharge of mail....60 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

   Glasgow, First Class Trains need not register.

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

   Bainville, Rule 83(B) does not apply. Minot division Clearance Form A received at Havre will clear the train at Bainville.

   Williston, Butte division trains must obtain their Butte division clearance at Williston which will clear the train at Bainville.

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

   **HAVRE STOCK YARD.**

   Westward governing home signal for Main track.

   Eastward governing home signal for yard track.

## SECOND SUBDIVISION

**(Main Line)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Havre and Cut Bank | 79 MPH | 60 MPH |

2. **SPEED RESTRICTIONS.**

   Between home signals of interlocking, Shelby ..... 20 MPH
   Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank, through crossover ..... 30 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

   Shelby, all trains, except trains originating or terminating at Shelby, register by ticket.

   Register of regular trains at Havre will cover their arrival at Pacific Jct.

   Cut Bank, first class trains and passenger extras register by ticket.

4. **CLEARANCE PROVISIONS & EXCEPTIONS, RULE 83(B).**

   Pacific Jct., Rule 83(B) does not apply.

   Clearances received at Sweet Grass will clear eastward trains at S. G. JCT.

5. **RESTRICTED CLEARANCES.**

   Shelby, turnouts are located so close together at end of double track and crossover east thereof, also turnout at east end South 3 track and west end industry track that engines cannot safely operate on both turnouts at same time and movements of this kind are prohibited.

6. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Third Subdivision and passenger station and will use first track south of main track.

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

   Shelby .....End of double track

   Cut Bank .....Crossover, 1000 feet east of Depot
   End of double track east and west end Bridge 1090.8.

   Switches are controlled by operator at depot.

   When a yellow indication (normally dark) is displayed below two red indications on governing home signal, it insures route is lined and locked and confers authority (AFTER STOPPING) to pass through Interlocking Limits at restricted speed, then proceed in accordance with train rights and operating rules expecting to find track occupied beyond Interlocking Limits.

8. Two main tracks known as NORTH MAIN and SOUTH MAIN extend between Pacific Jct. and crossovers at west end of Havre yard.

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

   **EASTWARD ON NORTH MAIN TRACK.**

   Signal 433.2
   Eastward governing home signal end of two main tracks Havre.

   **WESTWARD ON SOUTH MAIN TRACK.**

   Signal 433.3
   Westward governing home signal end of two main tracks Havre.

## THIRD SUBDIVISION
**(Pacific Jct., Great Falls-Sweet Grass)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Pacific Jct. and Sweet Grass | 59 MPH | 49 MPH |

2. **TRAIN REGISTER EXCEPTIONS.**

Great Falls, register only for first class trains and passenger extras.

First class trains register by ticket at W. S. Junction except Nos. 235 and 236.

Vaughn, Power, Conrad register only for trains originating and terminating.

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

Pacific Jct. Rule 83(B) does not apply.

Nos. 3 and 4 require clearance at Great Falls.

Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station must obtain clearance from G.N. dispatcher.

Clearance received at Shelby will clear westward trains at S. G. Jct.

4. Shelby, Nos. 3 and 4 must proceed at restricted speed between end of Third Subdivision and passenger station and will use first track south of main track.

## FOURTH SUBDIVISION
**(Billings Line)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Great Falls and Mossmain | 59 MPH | 49 MPH |

2. **TRAIN REGISTER EXCEPTIONS.**

Great Falls register only for first class trains and passenger extras.

Moccasin, register only for trains originating and terminating.

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

Great Northern clearance received at Billings and Laurel will clear trains at Mossmain.

Moccasin, Rule 83(B) does not apply providing train order signal indicates proceed.

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct. No. 240 will obtain such clearance at Great Falls.

## FIFTH SUBDIVISION
**(Butte Line)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Great Falls and Butte | 59 MPH | 40 MPH |

2. **SPEED RESTRICTIONS.**

Helena ..... 15 MPH

3. **TRAIN REGISTER EXCEPTIONS.**

W. S. Junction register for freight trains only.

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

W. S. Jct. Rule 83(B) does not apply to first class trains and passenger extras.

5. Butte, train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.

6. **AUTOMATIC INTERLOCKINGS.**

Helena, 2.59 miles east of.....N. P. Ry. Crossing
Butte, 1.50 miles east of.....N. P. Ry. Crossing

7. **RAILROAD CROSSINGS PROTECTED BY GATES.**

Helena, 1.87 miles east of.....N. P. Ry. Industry track
Normal position is clear for Great Northern.

## SIXTH, SEVENTH, EIGHTH AND NINTH SUBDIVISIONS

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | |
|---|---|
| Saco and Hogeland | 35 MPH |
| Lewistown and Moccasin | 35 MPH |
| Vaughn and Augusta | 20 MPH |
| Power and Pendroy | 20 MPH |

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

Moccasin, Vaughn and Power, Rule 83(B) does not apply providing train order signal indicates proceed.

Eastham Jct., and Choteau Jct., Rule 83(B) does not apply.

Lewistown, westward G.N. trains departing from G.N. passenger station must obtain clearance from G.N. and CMStP&P dispatchers.

Eastward GN trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct. No. 240 will obtain such clearance at Great Falls.

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | | | | | Distance from Northgate Line Jct. | Time Table No. 86 Effective June 9, 1957 — STATIONS | Telegraph Calls | Distance from Boundary Line | SIGNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | |
| | | | | | | | | ....NORTHGATE LINE JCT.... | | 21.46 | YJ | | | | |
| | | | | | | | 6.87 | | | | | | | | |
| | | | | | | | 6.87 | .M. St. P. & S. S. M. Ry. Crossing. | | 14.59 | | | | | |
| | | | | | | | 1.14 | | | | | | | | |
| VE 8 | | 20 | | | | | 8.01 | .....BOWBELLS..... | BE | 13.45 | D | | | | |
| | | | | | | | 6.72 | | | | | | | | |
| VE15 | | 24 | | | | | 14.73 | .....PERELLA..... | | 6.73 | ..... | | | | |
| | | 104 | | | | | 6.28 | | | | | | | | |
| VE21 | | | | | | | 21.01 | .....NORTHGATE..... | NO | 0.45 | RDX | | | | |
| | | | | | | | 0.45 | | | | | | | | |
| | | | | | | | 21.46 | .....BOUNDARY LINE..... | | | J | | | | |
| | | | | | | | | Time Over Subdivision Average Speed Per Hour | | | | | | | |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## WESTWARD SEVENTH SUBDIVISION EASTWARD

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 491 Daily | 485 Daily | 449 Daily | (312) 369 Daily Ex. Sun. | (311) 367 Daily Ex. Sun. | Distance from Casselton Jct. | Time Table No. 86 Effective June 9, 1957 — STATIONS | Telegraph Calls | Distance from Vance | SIGNS | SECOND CLASS (311) 368 Daily Ex. Sun. | (312) 370 Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | L 10.05Pm | L 3.50Pm | L 8.32Am | | | | AUTOMATIC BLOCK SIGNALS | | | | | |
| | | | | | | | | | ....CASSELTON JCT. | | 8.77 | IPXYJ | | |
| | | | | | | | | | 6.62 | | | | 367 | 369 |
| R 63 | | 46 | 10.18 | 4.08 | 8.45 | L 5.30Pm | L 7.55Am | 6.62 | .....AMENIA..... | MY | 2.15 | DP | A 7.50Am | A 5.25Pm |
| | | | | | | | | | 2.15 | | | | | |
| FS 23 | 69 | | A 10.23Pm | A 4.13Pm | A 8.50Am | A 5.35Pm | A 8.00Am | 8.77 | .....VANCE..... | | | IRPYJ | L 7.45Am | L 5.20Pm |
| | | | .18 29.2 | .23 22.9 | .18 29.2 | .05 25.8 | .05 25.8 | | Time Over Subdivision Average Speed Per Hour | | | | .05 25.8 | .05 25.8 |

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## WESTWARD — EIGHTH SUBDIVISION — EASTWARD

Time Table No. 86
Effective June 9, 1957

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## WESTWARD — NINTH SUBDIVISION — EASTWARD

Time Table No. 86
Effective June 9, 1957

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## TENTH SUBDIVISION

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 473 Daily | SECOND CLASS 289 Daily Ex. Sun. | SECOND CLASS 371 Daily Ex. Sun. | SECOND CLASS 285 Daily Ex. Sun. | SECOND CLASS 461 Daily | SECOND CLASS 613 Daily Ex. Sun. | FIRST CLASS 3 Daily | FIRST CLASS 27 Daily | FIRST CLASS 31 Daily | Distance from Williston | Time Table No. 86 Effective June 9, 1957 STATIONS | Telegraph Calls |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 647 | ..... | Yard | ..... | L 11.10Pm | L 8.00Am | L 7.15Am | L 7.10Am | L 8.30Am | L 5.00Am | ..... | L 9.50Pm | L 8.50Pm | L 7.05Am | ..... | ...WILLISTON.★.... | WN |
| 659 | 300 | 29 | ..... | 11.25 | f 8.15 | f 7.35 | f 7.25 | 8.45 | 5.25 | ..... | 10.03 | 9.03 | 7.19 | 11.99 | 11.99 ....TRENTON..... | ON |
| 668 | ..... | 36 | ..... | 11.37 | f 8.25 | f 7.50 | f 7.35 | 8.57 | 5.40 | ..... | 10.12 | 9.12 | 7.28 | 20.55 | 8.56 ...FT. BUFORD..... | ..... |
| 676 | 280 | 91 | ..... | 11.44 | f 8.32 | s 8.00 | A 7.45Am | 9.05 | A 5.50Am | ..... | 10.19 | 9.18 | 7.34 | 25.92 | 5.37 ....SNOWDEN..★.... | SN |
| 681 | ..... | 8 | ..... | 11.51 | f 8.40 | f 8.10 | ..... | 9.13 | ..... | ..... | 10.26 | 9.24 | 7.40 | 31.68 | 5.76 .....LAKESIDE..... | ..... |
| 685 | 175 | 130 | ..... | A 12.01Am | A 8.50Am | A 8.25Am | ..... | A 9.20Am | ..... | ..... | A 10.34Pm | A 9.31Pm | A 7.47Am | 38.10 | 6.42 .....BAINVILLE.★.. | B |
| | | | | .51 44.8 | .50 45.7 | 1.10 32.7 | .35 44.4 | .50 45.7 | .50 31.1 | | .44 52.0 | .41 55.7 | .42 54.4 | | Time Over Subdivision Average Speed Per Hour | |

Automatic Block Signals

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 611 Tue. and Thur. | SECOND CLASS 613 Daily Ex. Sun. | FIRST CLASS 291 Daily Ex. Sun. | FIRST CLASS 285 Daily Ex. Sun. | Distance from Snowden | Time Table No. 86 Effective June 9, 1957 STATIONS | Telegraph Calls | Distance from Richey | SIGNS | FIRST CLASS 292 Daily Ex. Sun. | FIRST CLASS 286 Daily Ex. Sun. | SECOND CLASS 610 Tue. and Thur. | SECOND CLASS 614 Daily Ex. Sun. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 676 | 130 | 91 | ..... | L 5.50Am | ..... | L 7.45Am | ..... | ....SNOWDEN..★.... | SN | 74.15 | BDNJP XYR | ..... | A 4.50Pm | ..... | A 12.05Pm |
| ..... | ..... | 14 | ..... | 6.00 | ..... | s 7.50 | 2.55 | 2.55 ....NOHLE..... | ..... | 71.60 | P | ..... | s 4.42 | ..... | 11.40 |
| VF 9 | ..... | 41 | ..... | 6.20 | ..... | s 8.00 | 9.13 | 6.58 ....DORE..... | D | 65.02 | DP | ..... | s 4.28 | ..... | 11.20 |
| VF 14 | ..... | 72 | ..... | 6.50 | L 11.59Am | s 8.10 | 14.29 | 5.16 ....FAIRVIEW..... | FA | 59.86 | BDJKPR XYB | A 9.00Am | s 4.17 | ..... | 11.00 |
| VF 18 | ..... | 12 | ..... | 7.00 | f 12.07Pm | f 8.20 | 18.40 | 4.11 ....RIDGELAWN..... | ..... | 55.75 | P | f 8.45 | f 4.10 | ..... | 9.45 |
| VF 25 | ..... | 166 | L 8.10Am | 285-292 A 7.30Am | 285-292 A 12.21Pm | A 8.30Am 291-610-613-292-611-614 L 12.21Pm | 24.78 | 6.38 ....SIDNEY..... | SY | 49.37 | DJPRW XYB | 285-613 L 8.35Am | L 3.54Pm | 291 A 12.25Pm | L 9.30Am |

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

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

| Time Table No. 86 Effective June 9, 1957 — STATIONS | Distance from Bainville | SIGNS | FIRST CLASS 4 Daily | FIRST CLASS 28 Daily | FIRST CLASS 32 Daily | | | SECOND CLASS 470 Daily | SECOND CLASS 614 Daily Ex. Sun. | SECOND CLASS 462 Daily | SECOND CLASS 372 Daily Ex. Sun. | SECOND CLASS 286 Daily Ex. Sun. | SECOND CLASS 290 Daily Ex. Sun. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOMATIC BLOCK SIGNALS | | | | | | | | | | | | | | |
| WILLISTON ★ | 38.10 | BDNK OPRWX | A 6.40Am | A 7.55Am | A 5.40Pm | ..... | ..... | A 5.50Am | A 1.00Pm | A 1.40Pm | A 4.05Pm | A 5.30Pm | A 5.35Pm | ..... |
| 11.99 | | | | | | | | | | | | | | |
| TRENTON | 26.11 | DP | 6.25 | 7.35 | 5.22 | ..... | ..... | 5.25 | 12.35 | 1.22 | f 3.44 | f 5.11 | f 5.16 | ..... |
| 8.56 | | | | | | | | | | | | | | |
| FT. BUFORD | 17.55 | P | 6.16 | 7.20 | 5.12 | ..... | ..... | 5.10 | 12.20 | 1.10 | f 3.33 | f 4.58 | f 5.06 | ..... |
| 5.37 | | | | | | | | | | | | | | |
| SNOWDEN ★ | 12.18 | DJ PXYIB | 6.10 | 7.10 | 5.05 | ..... | ..... | 5.01 | L 12.10Pm | 1.02 | f 3.24 | L 4.50Pm | f 4.58 | ..... |
| 5.76 | | | | | | | | | | | | | | |
| LAKESIDE | 6.42 | P | 6.02 | 6.56 | 4.58 | ..... | ..... | 4.53 | ..... | 12.53 | f 3.15 | ..... | f 4.49 | ..... |
| 6.42 | | | | | | | | | | | | | | |
| BAINVILLE ★ | ..... | DNJK PXYRB | L 5.55Am | Lf 6.47Am | L 4.51Pm | ..... | ..... | L 4.45Am | ..... | L 12.43Pm | L 3.06Pm | ..... | L 4.40Pm | ..... |
| Time Over Subdivision | | | .45 | 1.08 | .49 | | | 1.05 | .50 | .57 | .59 | .40 | .55 | |
| Average Speed Per Hour | | | 50.8 | 33.6 | 46.7 | | | 35.2 | 31.1 | 40.1 | 38.7 | 38.9 | 41.6 | |

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

## CONDITIONAL STOPS

No. 28 stops at Snowden daily except Sunday to make transfer unless otherwise instructed.

**SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.**



| Station Numbers | Car Capacity: Sidings | Car Capacity: Other Tracks | SECOND CLASS 615 Mon., Wed. and Fri. | FIRST CLASS 287 Daily Ex. Sun. | Distance from Watford City | Time Table No. 86 Effective June 9, 1957 — STATIONS | Telegraph Calls | Distance from Fairview | SIGNS | FIRST CLASS 288 Daily Ex. Sun. | SECOND CLASS 616 Mon., Wed. and Fri. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| VG 37 | ..... | 128 | 616 L 11.30Am | 288 L 10.29Am | ..... | WATFORD CITY | WF | 37.02 | DRXYB | 287 A 10.20Am | 615 A 11.00Am |
| | | | | | | 7.40 | | | | | 287 |
| VG 29 | ..... | 40 | 11.50 | 616 s 10.47 | 7.40 | ARNEGARD | NE | 29.62 | D | s 10.01 | 10.47 |
| | | | | | | 5.26 | | | | | |
| VG 24 | ..... | 30 | 12.05Pm | s 11.01 | 12.66 | RAWSON | RA | 24.36 | D | s 9.50 | 10.33 |
| | | | | | | 4.88 | | | | | |
| VG 19 | ..... | 39 | 12.20 | s 11.14 | 17.54 | ALEXANDER | A | 19.48 | D | s 9.40 | 10.09 |
| | | | | | | 5.91 | | | | | |
| VG 13 | ..... | 33 | 12.38 | s 11.30 | 23.45 | CHARBONNEAU | AU | 13.57 | D | s 9.30 | 9.50 |
| | | | | | | 7.86 | | | | | |
| VG 6 | ..... | 30 | 12.59 | s 11.47 | 31.31 | CARTWRIGHT | CG | 5.71 | D | s 9.10 | 9.25 |
| | | | | | | 5.71 | | | BDJPR | | |
| VF 14 | ..... | 72 | A 1.20Pm | A 11.59Am | 37.02 | FAIRVIEW | FA | ..... | XY | L 9.00Am | L 9.10Am |
| | | | 1.50 | 1.30 | | Time Over Subdivision | | | | 1.20 | 1.50 |
| | | | 20.2 | 24.7 | | Average Speed Per Hour | | | | 27.8 | 21.9 |

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

**SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.**

# Time Table No. 86

Effective June 9, 1957

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

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

## ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

**(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.**

**(b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.**

**Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.**

**When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.**

**When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.**

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

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

**The 45 degree sign has two sets of figures. The numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains and to passenger trains when handling freight cars, except where freight cars are equipped with steel wheels, air signal and steam heat lines passenger train speeds will apply.**

**(c) Speed shown on Speed Limit Plate on engines must not be exceeded.**

(d) Steam engines backing up ..... 20 MPH

Steam engines in forward motion running light or with caboose only ..... 35 MPH

Diesel engines light or with caboose only ..... 50 MPH

When cabooses are handled in passenger service trains will not exceed speed of:

When handling cabooses X-100, X-198 to X-810 .... 65 MPH

cabooses X-330 to X-749 ..... 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, Wedge Plows, etc.

On Main Lines ..... 30 MPH

Except on six degree curves or sharper and on Branch Lines ..... 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines..... 30 MPH

except on 6 degree curves or sharper and on Branch Lines ..... 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH

Trains or engines through No. 20 turnouts at: ..... 35 MPH

Wahpeton Junction....Junction switch to Fourth Subdivision.

Moorhead Jct. .....Junction with Dakota Division.

Vance .....West wye switch.
East siding switch.

Nolan .....West siding switch.

Dundas .....East and west siding switch.

New Rockford .....West yard lead.

Guthrie.....East and west siding switch.

Simcoe .....East and west siding switch.

Surrey .....All switches.

J D Switch.....Crossover between main track and eastward freight track.

C K Switch .....Crossover between main track and eastward freight track.

W. L. Switch .....End of double track east end Gassman Bridge.

Gassman Switch .....End of double track west end Gassman Bridge.

Des Lacs .....End double track.

Berthold.....East switch eastward siding.
East switch westward siding.

Palermo.....East and west siding switch.

Stanley .....East and west switch westward siding.

Ross .....West switch Ross siding.

Wheelock .....End of double track.

Williston .....West yard lead.

Trenton .....East and west siding switch and all crossovers.

Snowden .....East and west siding switch and all crossovers.

Bainville .....East and west siding switch.

Trains or engines through No. 15 turnouts at: ..... 25 MPH

Breckenridge .....End of double track.

Moorhead Jct. .....West siding switch.

Nolan .....Junction switch First to Fourth Subdivision.

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

(e) 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 engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

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

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

Class C-1 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2303-2350 must be handled on rear of train.

Not less than five cars will be placed between steam engines moving dead in train.

Switcher and road switcher type Diesel engines G. N. numbers 1 through 232, and 600 through 711, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed

in a single grouping, separated from the road engine and additional groups by not less than five cars.
Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.
Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.
Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.
Trains handling Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

| Engine Number | Maximum Speed |
|---|---|
| 1 to 19, 24 to 28, 75 to 170 | 50 MPH |
| 20 to 23, 29 to 33, 175 to 232, 247 to 251, 253 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 589, 600 to 678, 681 to 722 | 65 MPH |
| 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680 | 79 MPH |
| 2303 to 2324 | 50 MPH |
| 2325 to 2350 | 60 MPH |

3. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.
Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.
Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.
4. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
5. When two or more Diesel engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.
The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.
6. Gas-Electric engines must not be fueled while occupied by passengers or coupled to cars occupied by passengers.
7. Air hose on engines must be hooked up in hose fastener when not in use.
8. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS.**
Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never to added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.
Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.
Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.
9. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

**FIRST SUBDIVISION**

NOLAN.....Both—Hose in treating plant.
HANNAFORD.....Both—Hose in Depot.

**SECOND SUBDIVISION**

AYLMER.....Both—Hose in power house.

**THIRD SUBDIVISION**

STANLEY.....Both—West Standpipe, hose in depot.

**FOURTH SUBDIVISION**

KINDRED.....Both—Hose in depot.

10. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employes of the Great Northern Railway.
11. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.
12. When operating snow machines in non-block signal territory no train should be permitted to follow closer than a station apart, when that cannot be done they will be blocked not less than thirty minutes apart.
13. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when 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.
14. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
15. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.
16. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
17. Engineers finding flat spots on Diesel engines in excess of two and one-half inches, will immediately notify Superintendent, who will prescribe for the movement.
18. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
19. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors

on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

20. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammable, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

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

22. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

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

Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position.

If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

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

**INDICATORS AT SPRING SWITCHES.**

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

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

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

To operate Switch Indicators, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and remove key. If the yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

23. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

24. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

25. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:

Nos. 31, 32, 3, 4, 7, 8, 9, 10, 27, 28, and sections thereof; also, extra passenger train whether operated as a section of regular train or as a passenger extra.

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

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

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner.

However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

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

Emergency red rear end light must be extinguished under the following conditions:

When standing at initial and final terminal of run.
When train is being switched from rear.
When train is in the clear on siding.
When operating in double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, but not until it is known such train is not on same track.

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

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

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

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

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

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

29. Rule 35 of the Consolidated Code of Operating Rules and General Instructions is amended as follows: The following signals will be used by flagmen:

Day Signals, A red flag, not less than ten (10) torpedoes and six (6) fusees, more if necessary.
Night Signals, Not less than ten (10) torpedoes and six (6) fusees, more if necessary.

Red lantern therefore is discontinued as a part of a train flagman's equipment on Great Northern owned and operated trackage, except when operating in Canada.

Red lanterns should be provided for use on rear of transfers in terminal yards where required. Also on cabooses to comply with Consolidated Code Rules 19a, 101, 101a, 101b.

30. Effective immediately Rule 209 and Rules 210(a), (b), (c), (d), (e), (f) and (g) of Rules and Instructions governing operation, inspection and maintenance of air brake and air signal equipment are cancelled, and the following new rules will govern:

Rule 210(a). Retainers must be set up on freight trains and used on descending grades of 1.8% or greater as follows:

One retainer for each 60 ton with retainer handle in first position (45° angle) on loads, and, in second position (horizontal) on empty cars.

(b) The use of retainers will not be required on trains handled by diesel-electric locomotives having dynamic brakes in operative condition.

(c) All loaded ore trains leaving range points where loaded ore trains may originate, will have retainers turned up to controlled release position on the 55 head cars of such trains, and kept turned up entire trip into Allouez Yard. This to apply regardless of whether or not dynamic brakes are used.

## FIRST SUBDIVISION
**(Main Line)**

**1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Breckenridge and New Rockford | 79 MPH | 50 MPH |

**2. SPEED RESTRICTIONS.**

| | | |
|---|---|---|
| CMStP&P. RR. Crossing 1.85 miles east of Lurgan | 60 MPH | 35 MPH |
| Between Home Signals of Interlockings at: | | 20 MPH |
| Nolan, for movements from Fourth to First Subdivision, and between Fourth Subdivision and Dakota Division, (Page) | | |
| New Rockford, eastward. | | |
| Hannaford, Nos. 31 and 27 passing depot | | 40 MPH |

**3. TRAIN REGISTER EXCEPTIONS.**

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

Nos. 31 and 32 will register by ticket at New Rockford and Breckenridge.

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

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

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

Vance, register only for Nos. 311, 312, 343, 344, 367, 368, 369, 370.

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

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

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

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

(d) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 311 and 312 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 respectively at that point.

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

**6. SPEED TEST BOARDS.**

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

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

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

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

Breckenridge, lead switch 200 feet east of yard office.
Normal position is for westward main track.
end of double track.
Normal position is for eastward main track.

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

Vance, east siding switch.
Hannaford, west siding switch.
Dundas, east and west siding switch.
New Rockford, east yard lead switch.
Normal position is for main track.

**8. DRAGGING EQUIPMENT DETECTOR INDICATOR.**

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

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

**9. MANUAL INTERLOCKINGS.**

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

Dwarf signal and derail at east siding switch are interlocked. To enter siding, or to obtain proceed indication on dwarf to leave

siding, hand throw switch equipped with electric lock must be used in accordance with Rule 514A, and instructions for operating electric lock posted in lock box. Rule 670 does not apply for such movements.

Whistle signal for routes:

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

10. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**

Wahpeton Junction.....Junction with Fourth Subdivision.
Moorhead Junction.....east siding switch.
Fargo .....Junction of Dakota-Surrey main tracks and Eighth Street Crossovers.
Nolan .....west siding switch.

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

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

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

11. Fargo .....First class trains and passenger extras to and from Dakota Division will use Dakota main track from Fargo Junction to home signal limits just west of 8th Street crossovers and Minot Division first class trains and passenger extras will use Fargo-Surrey main track from Fargo Junction to home signals just west of 8th Street crossovers unless otherwise directed by a train order.

12. **AUTOMATIC INTERLOCKINGS.**

Breckenridge .....end of double track
Lurgan, 1.85 miles east of .....CMStP&P. RR. crossing
Vance .....Junction with Seventh Subdivision
New Rockford .....N. P. Ry. crossing

Breckenridge interlocking operates automatically for all movements, except for eastward trains from single track to westward track, which requires hand operation of spring switch. Westward trains on westward track have preference over westward trains on eastward track. When a westward train on eastward track is to move through interlocking while a westward train on westward track is standing at westward home signal, trainmen shall operate switch-key-controller.

In making eastward train or engine movements from First Subdivision to Seventh Subdivision over the east leg of the wye at Vance, a member of the crew must observe light indicator mounted on release box on iron mast opposite wye track switch. If indicator lamp is lighted, wye switch may be lined for movement to Seventh Subdivision, and if signal governing such movement indicates proceed train movement may be made immediately. If indicator light is not lighted, a member of the crew must operate clockwork time release located in iron box on mast opposite wye switch marked "Release". Instructions for operating clockwork release posted on inside cover of release box door. At west wye switch at Vance, leading from First Subdivision to Seventh Subdivision eastward train or engine movements will be governed by indication, Rule 501D, Fig. 8. If signal does not indicate proceed after lining west wye switch for movement to Seventh Subdivision, a member of the crew must operate clockwork time release located in iron box fastened to the side of the instrument case on north side of track opposite signal, marked "Release". Instructions for operating clockwork release are posted on inside of release box door.

13. Consolidated Code Rules 251, 253 and 254 are in effect between the end of CTC at MP 212, located about 1¼ miles east of Northern Pacific crossing 1½ miles east of Breckenridge, and end of double track Breckenridge.

14. **SEMI-AUTOMATIC INTERLOCKINGS.**

Wahpeton .....CMStP&P. RR. crossing

Wahpeton, if a train is stopped by a stop-indication and no immediate conflicting train movement is evident, and both smash boards are in reverse position, trainmen may signal train to proceed over the crossing after making certain that gates are set against conflicting route. If smash boards are not in reverse position, trainmen shall operate them by hand with crank attached to mechanism. When necessary to make a reverse movement after passing through the home signal zone, but not far enough to clear approach control section, trainmen will operate push button at home signal to obtain route desired.

15. 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.

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

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

18. Hayes Wheel Stops placed on west end of 1000 ft. spur track Nolan, and track open on east end.

## SECOND SUBDIVISION

**(Main Line)**

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| New Rockford and Minot | 79 MPH | 50 MPH |

2. **SPEED RESTRICTIONS.**
Minot, all trains over footwalk just east of depot ..... 10 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Surrey, all trains register by ticket.
Minot, first and second class trains and passenger extras register at passenger station, other trains at yard office.
Register of regular trains at Minot will cover their arrival at Surrey.

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

5. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains, between MP 146 and MP 147, approximately 4 miles west of Hamberg.
Eastward trains, between MP 221 and MP 220, approximately 4 miles east of Surrey.

6. SPRING SWITCHES WITH FACING POINT LOCK.
Aylmer, east end eastward siding and west end westward siding.
Guthrie, east and west siding switch.
Simcoe, east and west siding switch.
New Rockford, east yard lead switch.
Normal position is for main track.

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

8. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
New Rockford .....west lead switch
Surrey .....Junction with Dakota Division
Whistle signal for routes, Surrey:
Second Subdivision .....1 long, 1 short
Dakota Division .....2 long, 1 short

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

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

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

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

10. Between Soo Interlocking Minot and west end of Gavin Yard .....Automatic Block Signals of color light type govern the movement of trains and yard movements by signal indication in the direction of the current of traffic on the eastward and westward freight main tracks.
It will be necessary that all crossover switches when not being used be left lined and locked in normal position for through movement on either freight track or switching lead.

11. Eastward and westward freight main tracks between Minot and west end of Gavin Yard. These tracks are to be used in the assigned direction by all trains and engine movements unless otherwise directed.

12. At Minot, between Soo Tower and Gavin Yard, on eastward and westward freight tracks, freight trains will display their markers showing green to the rear next to the main track, and red to the rear on the opposite side. This applies regardless of which direction or on which freight track train is moving.

13. No. 20 turnout is in service in main track approximately 525 feet east of mile post 197 connecting with a portion of former westward main track west of Surrey. This turnout forms a pocket track, capacity 50 cars between switch leading to south lead at east end of Gavin Yard and new turnout.
Pocket track is within interlocking limits of Surrey interlocking and its use is governed by interlocking signals at each end.

## THIRD SUBDIVISION
(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|---|---|
| Minot and Williston | 79 MPH | 50 MPH |

2. SPEED RESTRICTIONS.
Between Wheelock and Williston, on eastward track:
Passenger ..... 60 MPH
Freight ..... 40 MPH
Between Home Signals of Interlocking at Minot ..... 20 MPH
Stanley, No. 31 and No. 32 passing depot ..... 30 MPH
Tioga—No. 28 passing depot ..... 30 MPH
Tioga, No. 31 and No. 32 passing depot ..... 40 MPH
Ray, No. 28 passing depot ..... 40 MPH
Ross Siding
Passenger restricted speed not exceeding ..... 25 MPH
Freight restricted speed not exceeding ..... 20 MPH

3. TRAIN REGISTER EXCEPTIONS.
Minot, first and second class trains and passenger extras register at passenger station, other trains at yard office.
Des Lacs, Wheelock, all trains register by ticket.
Berthold, Register only for Fifth Subdivision trains.
Stanley, Register only for Eighth Subdivision trains.
Register of regular trains at Williston will cover their arrival at Wheelock.
Register of regular trains at Minot will cover their arrival at Des Lacs.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Crosby Line Jct., Grenora Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 180 and 178 arrive will clear Nos. 177 and 179 respectively at Grenora Line Jct.

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

6. Double track extends from crossover just west of MStP&SSM. RR. crossing Minot to Des Lacs, except over Gassman Bridge which is governed by interlocking signals.

7. Long siding south of main track extending between Ross and west switch of eastward siding Stanley is known as "Ross Siding". Westward trains must not use this track unless authorized by train order. Normal position of east switch Ross siding is for eastward siding at Stanley. All trains using this track will display markers as though running against current of traffic on double track.

8. SPEED TEST BOARDS.
Engineers shall test speed of their trains passing following points as compared with speed table:
Westward trains, between MP 19 and MP 20, approximately 1 mile west of Lone Tree.
Eastward trains, between MP 90.5 and MP 91.5, approximately 3 miles east of Ray.

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

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

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

12. MANUAL INTERLOCKINGS.
Minot .....MStPSSM. RR. crossing
Wheelock .....end of double track

13. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
Des Lacs .....end of double track
Berthold .....east switch eastward siding
east switch westward siding

Stanley .....east switch westward siding
Ross .....west switch Ross siding
Ross, west switch electrically controlled by operator at Stanley.

14. **SEMI-AUTOMATIC INTERLOCKINGS.**
Gassman Bridge.....W. L. Switch—Gassman Switch end of double track and single track over bridge
The Home Signal Limits, Rule 605, of this interlocking include all trackage between westward home signal at "W. L. Switch" and eastward home signal at "Gassman Switch".
Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for all train movements with the current of traffic. Routes for movements against the current of traffic are controlled by the train dispatcher at Minot.
The train on any approach control section first receiving a "Proceed" indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605.
When a train is stopped by the Stop indication and no immediate conflicting train movement is evident, trainman shall proceed to the telephone and communicate with the train dispatcher who will advise if train is being held for any purpose. If no instructions are received, or in case of failure of means of communication, train movement through the Home Signal Limits of the interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

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

## FOURTH SUBDIVISION
(Casselton Line)

1. **MAXIMUM PERMISSIBLE SPEED OF TRAINS.**

| Between | Passenger | Freight |
|---|---|---|
| Wahpeton Jct. and Durbin | 60 MPH | 50 MPH |
| Durbin and Nolan | 40 MPH | 30 MPH |

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

3. **TRAIN REGISTER EXCEPTIONS.**
Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.
Casselton Tower, second class trains register by ticket.
Nolan, all trains register by ticket.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Wahpeton Jct., Casselton Jct., and Chaffee Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

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

6. **MANUAL INTERLOCKINGS.**
Casselton Tower .....N. P. Ry. crossing
Nolan .....Junction with First Subdivision
Whistle signals for routes,
Casselton Tower:
Main track .....1 long.
siding .....1 long, 1 short.
Nolan:
Casselton Line east .....1 long.
Surrey Line east .....2 long, 1 short.
Surrey Line west .....1 long, 1 short.
Dakota Division west .....3 long, 1 short.
siding .....2 short, 1 long.

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

8. **AUTOMATIC INTERLOCKINGS.**
Davenport .....N. P. Ry. Crossing

## FIFTH SUBDIVISION
(Crosby Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **SPEED RESTRICTIONS.**
Noonan, coal mine tracks ..... 5 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Crosby Line Jct., Northgate Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

## SIXTH SUBDIVISION
(Northgate Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at Bowbells..... 20 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Northgate Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such train arrives.

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

5. **AUTOMATIC INTERLOCKINGS.**
Bowbells, 1.15 miles east of.....MStP&SSM. RR. crossing

## SEVENTH SUBDIVISION
(Amenia Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 311 and 312 arrive will

clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 respectively at that point.

(b) At Amenia, clearance under which Nos. 368 and 370 arrive will clear Nos. 367 and 369 respectively at that point.

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

8. SPRING SWITCHES WITH FACING POINT LOCK.
Vance, west wye switch.
Normal position is for First Subdivision.

4. TRAIN REGISTER EXCEPTIONS.
Vance.....Register only for Nos. 367-368 and 369-370

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

## EIGHTH SUBDIVISION

(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Grenora Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 180 and 178 arrive will clear Nos. 177 and 179 respectively at that point.

## NINTH SUBDIVISION

(Chaffee Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | |
|---|---|
| Chaffee Line Jct. and Chaffee, all trains | 12 MPH |

2. ENGINE RESTRICTIONS.
Steam engines prohibited.

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

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

## TENTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|---|---|
| Williston and Bainville | 79 MPH | 50 MPH |

2. TRAIN REGISTER EXCEPTIONS.
All trains register by ticket at Bainville.

3. SPEED TEST BOARDS.
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward—Between MP 125 and 127 approximately 8 miles west of Williston.

4. Centralized Traffic Control (CTC) under control of control operator at Williston, North Dakota, extends between the governing signals at the double crossovers located 3400 feet east of Mile Post 121 at Williston to the governing signals at the west siding switch Bainville, Montana. Controlled sidings are located at Trenton, Snowden, and siding south of main track at Bainville. East switch of siding north of main line Bainville is under control of control operator at Williston. West switch of siding north of main line Bainville is equipped with electric lock. Opheim line junction switch is normally lined for Opheim Line and equipped with electric lock. Lakeside industry track switch and both ends of crossing just west of Bainville depot equipped with electric locks.

Dwarf home signals at the control points when displaying single green indication are not covered by interlocking rules of the Consolidated Code. Indication will be, "Proceed on main route". Beginning and end of CTC are designated by proper signs.
All hand throw switches on the main line, including both ends of all crossovers leading to the main line in this territory are equipped with electric locks. Be governed by Rule 283.

Great Northern Railway Company Rules 265 to 295, inclusive, of the Rules and Instructions Governing Operations of Trains by Centralized Traffic Control System reissued December 15, 1954, will govern train and engine movements over this territory.

## ELEVENTH SUBDIVISION

(Richey Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|---|---|
| Snowden and Richey | 30 MPH | 25 MPH |

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

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

## TWELFTH SUBDIVISION

(Watford City Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

| Between | Passenger | Freight |
|---|---|---|
| Fairview and Watford City | 30 MPH | 25 MPH |

## THIRTEENTH SUBDIVISION

(Opheim Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

## WATCH INSPECTORS

George Nordahl .....Breckenridge, Minn.

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

Telegraph Office, Psgr. Depot .....Fargo, N. D.

S. D. Kivley .....Minot, N. D.

R. M. Gross .....Williston, N. D.

Operators .....Stanley, N. D.
Stanley, for comparison only.

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

Catherine C. Lynch.....Plentywood

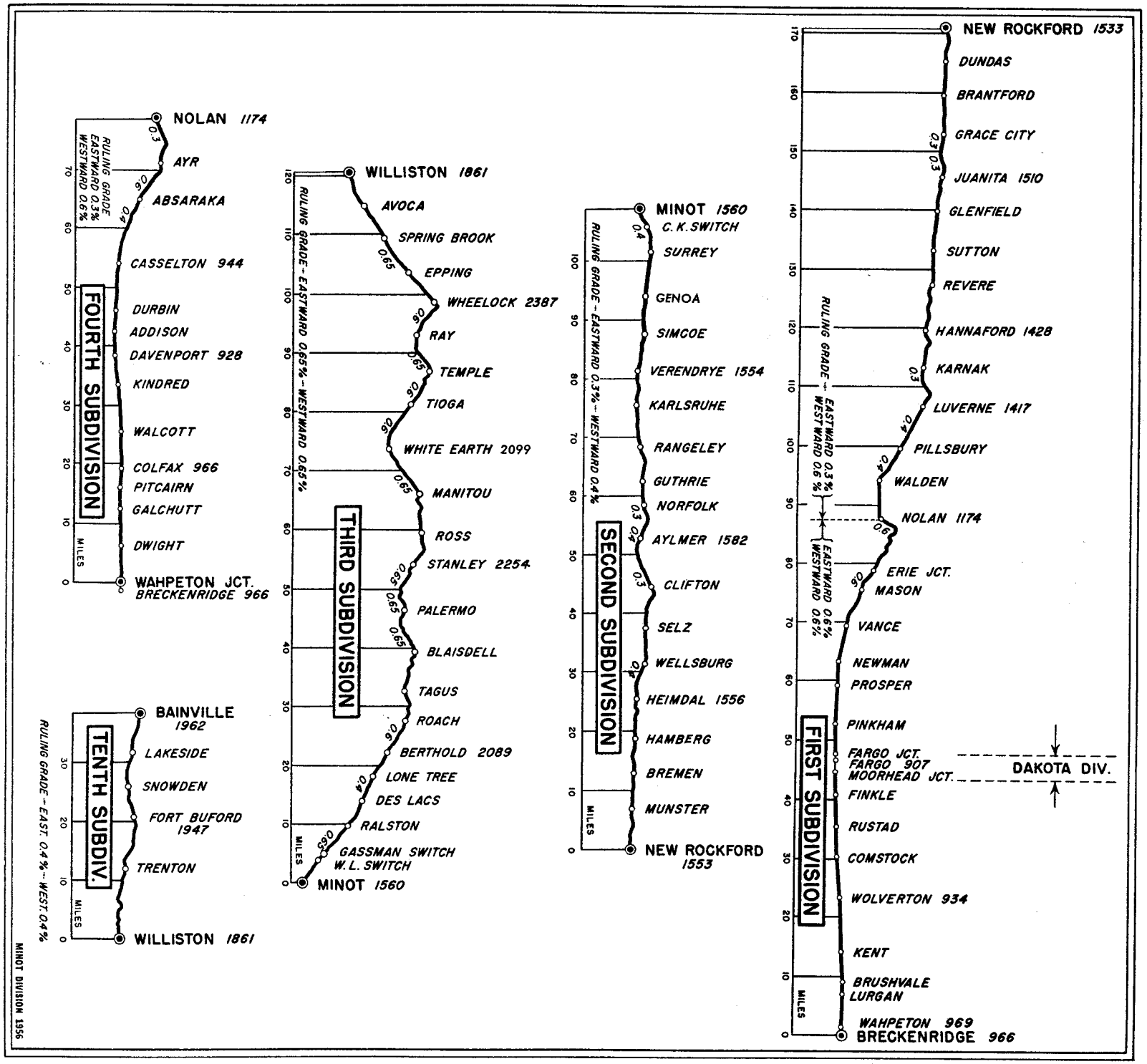
John B. Stockhill.....Sidney

## SPEED TABLE

| Time Min. | Per Mile Sec. | Miles Per Hour | Time Min. | Per Mile Sec. | Miles Per Hour |
|---|---|---|---|---|---|
| | 46 | 78.3 | 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 | — | 20.0 |
| 1 | 6 | 54.5 | 3 | 30 | 17.1 |
| 1 | 7 | 53.7 | 4 | — | 15.0 |
| 1 | 8 | 52.9 | 5 | — | 12.0 |
| 1 | 9 | 52.2 | 6 | — | 10.0 |
| 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 |

## BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

| Name | Location | Capacity Cars | Switch Opens |
|---|---|---|---|
| **First Subdivision** | | | |
| Mason Pit Spur | 1.62 miles west of Erie Jct. | 38 | East |
| **Second Subdivision** | | | |
| Falsen Pit | 3.02 miles east Verendrye | 122 | East |
| **Third Subdivision** | | | |
| Blaisdell Pit | 1.35 miles east Blaisdell | 215 | West |
| Lovejoy Mine Spur | 0.13 miles west Avoca | 43 | East |
| **Fifth Subdivision** | | | |
| Kincaid Storage Track | 0.36 miles east Kincaid | 80 | East & West |
| Noonan Storage Track | 1.67 miles east Noonan | 68 | East & West |
| **Ninth Subdivision** | | | |
| J. C. Jenson Spur Track | 1.58 miles east of Chaffee | 10 | West |
| **Tenth Subdivision** | | | |
| Marley Beet Track | 4.65 miles east of Ft. Buford | 38 | East end |
| **Eleventh Subdivision** | | | |
| State Line Beet Spur | 3.43 miles east of Dore | 21 | East & West |
| Cowles Beet Track | 2.31 miles west of Dore | 19 | East & West |
| Ludington Beet Track | 2.44 miles east of Ridgelawn | 19 | East & West |
| Wooley Beet Track | 4.07 miles east of Sidney | 33 | East & West |
| **Twelfth Subdivision** | | | |
| Hardy Beet Track | 1.46 miles east of Fairview | 61 | East & West |
| **Thirteenth Subdivision** | | | |
| Plentywood Pit Track | 3.94 miles west of Plentywood | 32 | East & West |


NOLAN 1174
AYR
ABSARAKA
CASSELTON 944
DURBIN
ADDISON
DAVENPORT 928
KINDRED
WALCOTT
COLFAX 966
PITCAIRN
GALCHUTT
DWIGHT
WAHPETON JCT.
BRECKENRIDGE 966
FOURTH SUBDIVISION
RULING GRADE EASTWARD 0.3% WESTWARD 0.6%
MILES
BAINVILLE 1962
LAKESIDE
SNOWDEN
FORT BUFORD 1947
TRENTON
WILLISTON 1861
TENTH SUBDIV.
RULING GRADE - EAST. 0.4% - WEST. 0.4%
WILLISTON 1861
AVOCA
SPRING BROOK
EPPING
WHEELOCK 2387
RAY
TEMPLE
TIOGA
WHITE EARTH 2099
MANITOU
ROSS
STANLEY 2254
PALERMO
BLAISDELL
TAGUS
ROACH
BERTHOLD 2089
LONE TREE
DES LACS
RALSTON
GASSMAN SWITCH
W.L. SWITCH
MINOT 1560
THIRD SUBDIVISION
RULING GRADE - EASTWARD 0.65% - WESTWARD 0.65%
MINOT 1560
C.K. SWITCH
SURREY
GENOA
SIMCOE
VERENDRYE 1554
KARLSRUHE
RANGELEY
GUTHRIE
NORFOLK
AYLMER 1582
CLIFTON
SELZ
WELLSBURG
HEIMDAL 1556
HAMBERG
BREMEN
MUNSTER
NEW ROCKFORD 1553
SECOND SUBDIVISION
RULING GRADE - EASTWARD 0.3% - WESTWARD 0.4%
NEW ROCKFORD 1533
DUNDAS
BRANTFORD
GRACE CITY
JUANITA 1510
GLENFIELD
SUTTON
REVERE
HANNAFORD 1428
KARNAK
LUVERNE 1417
PILLSBURY
WALDEN
NOLAN 1174
ERIE JCT.
MASON
VANCE
NEWMAN
PROSPER
PINKHAM
FARGO JCT.
FARGO 907
MOORHEAD JCT.
FINKLE
RUSTAD
COMSTOCK
WOLVERTON 934
KENT
BRUSHVALE
LURGAN
WAHPETON 969
BRECKENRIDGE 966
DAKOTA DIV.
FIRST SUBDIVISION
RULING GRADE - EASTWARD 0.3% WESTWARD 0.6%
EASTWARD 0.6% WESTWARD 0.6%
MILES
MINOT DIVISION 1956