

COMPANY SURGEONS

- *Dr. Ernest R. Anderson, Acting Chf. Surg., Minneapolis, Minn.
*Dr. Louis T. O'BrienBreckenridge, Minn.
Dr. C. W. JacobsonBreckenridge, Minn.
*Dr. Clarence V. BatemanWahpeton, N. D.
Dr. E. W. HumphreyMoorhead, Minn.
*Dr. V. G. BorlandFargo, N. D.
Dr. G. Howard HallFargo, N. D.
Dr. R. C. GaebeCasselton, N. D.
*Dr. C. G. OwensNew Rockford, N. D.
*Drs. Kermott and KermottMinot, N. D.
*Dr. M. G. FlathStanley, N. D.
Dr. William KnoblockTioga, N. D.
*Dr. Robert GoodmanPowers Lake, N. D.
*Dr. C. O. McPhailCrosby, N. D.
*Dr. J. P. CravenWilliston, N. D.
Dr. Edward J. HaganWilliston, N. D.
*Dr. T. W. CollisonScobey, Montana
Dr. O. A. SwensonFairview, Montana
Dr. R. D. HarperSidney, Montana
*Dr. Harold MessingerPlentywood, Mont.
Dr. Roy MessingerPlentywood, Mont.
Dr. P. O. C. JohnsonWatford City, North Dakota

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

- Dr. Archibald D. McCannelMinot, N. D.
Dr. H. O. RuudGrand 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 87

EFFECTIVE 12:01 A. M.
CENTRAL TIME
AND

MOUNTAIN TIME

Sunday, September 29, 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 Number	Car Capacity		SECOND CLASS							FIRST CLASS						Distance from Breckenridge	Time Table No. 87 Effective Sept. 29, 1957 STATIONS	Telephone Calls	
	Sidings	Other Tracks	491	343	485	449	(332) 327	199	311	341	11	27	3	9	99				31
			Daily	Mon., Wed., Thurs., Sat.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Sunday only				Daily
A214	Yard	1145	L 8.30Pm		L 2.15Pm	L 6.40Am		L 6.00Am								L 12.55Am	0.99	BRECKENRIDGE ★	BR
R 1		136						s 6.05									1.19	WAHPETON	WH
			A 8.40Pm		A 2.25Pm	A 6.50Am		A 6.08Am								1.84	MILW. CROSSING		
																5.40	WAHPETON JCT.		
																5.40	MILW. CROSSING		
P 7		40														7.25	LURGAN		
P 9		22														9.20	BRUSHVALE		
P 14	90	43														14.23	KENT	KN	
P 23	89	49														23.24	WOLVERTON	WO	
P 29		78														30.05	COMSTOCK	CM	
P 35		36														35.23	RUSTAD	J	
P 40		35														40.75	FINKLE		
		147														44.75	MOORHEAD JCT.	MJ	
		144														44.75	MOORHEAD JCT.		
																44.93	N. P. Ry. Crossing		
241	55	263						L 8.01Pm								45.61	MOORHEAD	MH	
242	Yard	1743	L 5.00Pm					A 8.10Pm		L 7.00Am	L 6.45Am					46.66	FARGO ★	FO	
																46.66	FARGO ★		
242																47.68	FARGO JCT.	F	
FS 6	68	14		4 5.10 342 5.25 312 5.50						7.05	6.55	A 10.31Pm	2.58	A 1.44PM	A 6.23Am	A 6.28Am	1.53	FARGO JCT.	
FS 12	69	23								f 7.15	f 7.05		3.05				1.58	PINKHAM	
FS 17		34								s 7.28	f 7.17		3.12				2.04	PROSPER	
FS 23	65		L 10.23Pm	6.03	L 4.13Pm	L 8.50Am				f 7.35	A 7.45	A 7.30Am					63.22	NEWMAN	
										L 8.00							69.52	VANCE	
FS 29	69	32	10.33	6.10	4.23	9.01				f 8.10							75.57	MASON	
S 15			10.39	A 6.15Pm	4.29	9.07				8.15							78.60	ERIE JCT.	
FS 41	128		10.54		4.44	9.22		Ls 9.30Am	A 8.30Am								87.41	NOLAN ★	W
FS 47	79	23	11.03		4.55	9.31		s 9.45									94.10	WALDEN	
FS 53	142	27	11.14		5.04	9.42		s 10.10									99.44	PILLSBURY	BX
FS 60	128	34	11.28		5.18	9.56		s 10.30									106.85	LIVERNE	NE
FS 67	79	34	11.42		5.32	10.10		s 10.45									113.21	KARNAK	NA
FS 73	133	26	12.02Am		5.41	10.19		s 11.05									119.60	N. P. Ry. Crossing HANNAFORD ★	HO
FS 80		39	12.15		5.50	10.28		s 11.25									127.03	REVERE	
FS 86	139	33	12.27		5.58	10.36		s 11.45									133.00	SUTTON	SU
FS 93		52	12.36		6.07	10.45		s 12.05Pm									139.97	GLENFIELD	GD
FS100	143	33	12.44		6.15	10.53		s 12.17									146.53	JUANITA ★	JA
FS106		45	12.52		6.23	11.01		s 12.30									152.97	GRACE CITY	G
FS113	146	33	1.00		6.31	11.09		s 12.42									159.36	BRANTFORD	BF
FS118	136	32	1.07		6.38	11.16		f 12.55									165.11	DUNDAS	
FS124	210	605	A 1.20Am		A 6.50Pm	A 11.30Am		A 1.05Pm									170.95	N. P. Ry. Crossing NEW ROCKFORD ★	KO
			3.07	1.15	2.47	2.50	0.09	3.43	1.30	.45	.11	3.16	.20	1.48	.03	2.52			
			33.1	25.6	37.1	36.4	7.00	23.0	27.2	30.5	16.0	52.3	9.8	26.5	20.4	59.6			

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

FIRST SUBDIVISION

EASTWARD 3

Table No. 87

Effective September 29, 1957

FIRST CLASS

SECOND CLASS

STATIONS	Distance From New Rockford	SIGNS	FIRST CLASS					SECOND CLASS							
			100	12	28	4	10	32	(331) 328	200	312	342	344	486	494
			Monday only	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Mon., Wed., Thurs., Sat.	Daily	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 ..WHPETON.....	169.96	PXDN			s 5.02		s 11.50			s 8.05					
0.20 ..MILW. CROSSING..	169.76	-M													
0.65 ..WHPETON JCT...	169.11	PJXI			4.59		11.43	2.30		L 8.00Pm				L 5.22Pm	L 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	.....					11.32								
5.03 ..KENT.....	156.72	DP			4.44		11.25	2.15							
9.01 ..WOLVERTON....	147.71	DP			4.35		11.12	2.05							
6.81 ..COMSTOCK.....	140.90	DP			4.28		11.02	1.57							
5.18 ..RUSTAD.....	135.72	DP			4.23		10.55	1.51							
5.52 ..FINKLE.....	130.20	P			4.18		10.48	1.45							
4.00 ..MOORHEAD JCT..	126.20	IDNPXJ		A 9.10Am	4.13		A 5.22Pm	10.42							
0.18 ..N. P. RY. CROSSING.	126.02	I													
0.68 ..MOORHEAD.....	125.34	DNPXR		s 9.09	s 4.11		s 5.20	s 10.40	1.33	A 7.10Am					
1.05 ..FARGO...★	124.29	WXBDNIKR	A 12.30Am	L 9.04	L 4.08	L 5.17	L 10.30	L 1.30							
1.02 ..FARGO JCT.....	123.27	BDNJK ORWXY	L 12.25Am	A 9.01	A 3.53	A 5.07	A 10.09	A 1.23			A 6.15Pm	A 5.45Pm	A 12.35Am		
5.23 ..PINKHAM.....	118.04	P		L 8.59Am	3.50	L 5.03Pm	L 10.06Pm	1.19			6.10	5.35	12.30		
6.17 ..PROSPER.....	111.87	DP			3.44			1.14			f 6.01	5.25	12.15		
4.14 ..NEWMAN.....	107.73	.....			3.38			1.08			s 5.50	f 5.13	12.05Am		
6.30 ..VANCE.....	101.43	RYPJI			27 3.25			12.56			f 5.43				
6.05 ..MASON.....	95.38	P			3.19			12.50			L 5.35				
3.03 ..ERIE JCT.....	92.35	PJ			3.16			12.46			L 5.00Pm			11.45	
8.81 ..NOLAN...★	83.54	PIDNWJ			3.07			12.37			f 5.10			L 11.25Pm	
6.69 ..WALDEN.....	76.85	P			3.01			12.30			5.05				
5.36 ..PILLSBURY....	71.49	DP			2.56			12.24			A 4.25Pm	L 4.50Pm		A 3.01Pm	A 10.30Pm
7.39 ..LIVERNE.....	64.10	DP			2.49			12.16			s 4.10			2.53	10.18
6.36 ..KARNAK.....	57.74	DP			2.42			12.08			s 3.56			2.46	10.11
6.39 ..N. P. RY. CROSSING.	51.35	IDNPW			s 2.37			12.02Am			s 3.01			2.18	9.43
7.43 ..HANNAFORD...★	43.92	P			2.29			11.54			s 2.36			2.08	9.33
5.97 ..REVERE.....	37.95	DP			200 2.24			11.47			s 2.24			2.00	9.25
6.97 ..GLENFIELD....	30.98	DP			2.18			11.40			s 1.55			1.50	9.15
6.56 ..JUANITA...★	24.42	DNP			2.12			11.33			s 1.41			1.41	9.06
6.44 ..GRACE CITY....	17.98	DP			2.07			11.27			s 1.23			1.32	8.57
6.39 ..BRANTFORD....	11.59	DP			2.02			11.21			s 1.08			1.23	8.48
5.75 ..DUNDAS.....	5.84	P			1.57			11.14			f 12.55			1.15	8.40
5.84 ..N. P. RY. CROSSING.		RDNPKB IWXYOY			L 1.52Pm			L 11.07Pm			L 12.40Pm			L 1.05Pm	L 8.30Pm
Time Over Subdivision				.05		3.14	.19	1.49	3.30	.10	4.00	1.25	.45	1.10	2.06
Average Speed Per Hour				12.2	16.0	52.8	9.2	26.2	48.8	6.3	21.3	28.8	30.5	27.4	40.7

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS					FIRST CLASS					Distance from New Rockford	Time Table No. 87 Effective September 29, 1957		STATIONS	Telegraph Co.
	Siding	Other Tracks	485	449	491	319	199	3	27	9	99	31					
			Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily					
FS124	210	605	L 5.50Pm	L 10.30Am	L 1.30Am		L 1.55Pm		L 5.13Pm		L 3.49Am	6.80	NEW ROCKFORD★	KO			
FS131	140	23	6.01	10.39 ²⁰⁰	1.40		f 2.05		5.20		3.56	6.80	MUNSTER.....				
FS137	141	35	6.10	10.48	1.48		s 2.20		5.25		4.01	12.49	BREMEN.....	BN			
FS143	88	31	6.19	11.00	1.58		s 2.31		5.30		4.06	18.60	HAMBERG.....	MA			
FS149	141	31	6.28	11.11	2.07		s 2.43		5.36		4.11	25.01	HEIMDAL★..	HD			
FS155	141	33	6.36	11.21 ⁴⁸⁶	2.15		s 2.55		5.41		4.16	31.11	WELLSBURG....	WX			
FS162	141	33	6.45	11.32	2.23		s 3.10		5.46		4.21	37.43	SELZ.....	Z			
FS169	W 103	25	6.54	11.41	2.33		s 3.23		5.53		4.27	44.46	CLIFTON.....				
FS177	E 88	34	7.05	11.51	2.44		s 3.38		6.01		4.36	52.74	AYLMER★..	MR			
FS183		41	7.13	11.59	2.52		f 3.45		6.06		4.41	58.62	M.St.P.&S.S.M.Ry.Cr. NORFOLK.....				
FS187	153	34	7.19	12.04Pm	2.58		s 3.59		6.09		4.44	62.49	GUTHRIE.....	GU			
FS193		41	7.27	12.12	3.06		s 4.10		6.14		4.49	68.45	RANGELEY.....				
FS200	84	33	7.36	12.20 ²⁸	3.15		s 4.25		6.20		4.54	75.31	KARLSRUHE....	RA			
FS205	144	28	7.44	12.28	3.23		s 4.40		6.25		4.59	81.17	VERENDRYE★.	RY			
FS212	134	33	7.53	12.39	3.31		s 4.53		6.31		5.04	87.59	SIMCOE.....	SC			
FS218	144	25	8.01	12.47	3.39		f 5.03		6.36		5.09	94.00	GENOA.....				
519			8.11	12.57	3.49	L 5.11Pm	s 5.15	L 7.05Pm	6.44	L 2.50Pm	L 2.45Pm	5.17	SURREY.....	SR			
521												104.98	J. D. SWITCH...	GY			
523		221	8.21	1.10	4.00	5.20 ⁴⁹⁴	5.25 ⁴⁹⁴	7.10	6.48	2.55	2.50	5.21	106.32	C. K. SWITCH...			
526	Yard	4325	A 8.30Pm	A 1.20Pm	A 4.10Am	A 5.30Pm	A 5.35Pm	A 7.15Pm	A 6.55Pm	A 3.01Pm	A 2.55Pm	A 5.26Am	108.81	MINOT★..			
			2.40 40.8	2.50 38.4	2.40 40.8	.19 22.8	3.40 29.6	.10 43.4	1.42 64.0	.11 39.4	.10 43.4	1.37 67.3	Time Over Subdivision Average Speed Per Hour				

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 87

Effective September 29, 1957

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Alton	SIGNS	FIRST CLASS					SECOND CLASS				
			4	10	100	28	32	320	200	486	494	
			Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	
.....NEW ROCKFORD.....★	108.81	IRDNPB KWXYOY				A 1.46Pm	A 11.02Pm		A 11.20Am	A 12.30Pm	A 8.20Pm	
.....MUNSTER.....	102.01	P				1.39	10.54		11.01 ⁴⁴⁹	12.12	8.10	
.....BREMEN.....	96.32	DP				1.34	10.49		10.48	12.04Pm	8.02	
.....HAMBERG.....	90.21	DP				1.28	10.43		10.30	11.56	7.54	
.....HEIMDAL.....★	83.80	DNP				1.22	10.37		10.11	11.48	7.45	
.....WELLSBURG.....	77.70	DP				1.16	10.31		9.53	11.40 ⁴⁴⁹	7.36	
.....SELZ.....	71.38	DP				1.10	10.25		9.35	11.32	7.27	
.....CLIFTON.....	64.35	P				1.03	10.18		9.16	11.22	7.17	
.....AYLMER.....★	56.07	DNPW				12.55	10.10		9.00	11.10	7.05 ⁴⁸⁵	
.....M. ST. P. & S. S. M. RY. CR... .....NORFOLK.....	50.19	IP				12.49	10.04		8.28	10.49	6.56	
.....GUTHRIE.....	46.32	DP				12.45	10.00		8.20	10.43	6.51	
.....RANGELEY.....	40.36	P				12.40	9.55		8.03	10.35	6.43	
.....KARLSRUHE.....	33.50	DP				12.34 ⁴⁴⁹	9.48		7.52	10.26	6.35 ²⁷	
.....VERENDRYE.....★	27.64	DNPW				12.28	9.42		7.35	10.18	6.25 ²⁷	
.....SIMCOE.....	21.22	DP				12.22	9.36		7.18	10.10	6.10	
.....GENOA.....	14.81	P				12.16	9.30		7.02	10.02	6.02	
.....SURREY.....	7.23	XRDNPJ	A 12.01Pm	A 1.40Pm	A 4.14Pm	12.09	9.23	A 6.19Am	6.50	9.50	5.50	
.....J. D. SWITCH.....	3.83	IP										
.....C. K. SWITCH.....	2.49	PXI IRDNPW KXBY	11.56	1.34	4.05	12.04Pm	9.17	6.10	6.35	9.40	5.40	
.....MINOT.....★			L 11.50Am	L 1.30Pm	L 4.00Pm	L 11.59Am	L 9.12Pm	L 6.00Am	L 6.30Am	L 9.30Am	5.35Pm ¹⁹⁹⁻³¹⁹	
Time Over Subdivision			.11	.10	.14	1.47	1.50	.19	4.50	3.00	2.45	
Average Speed Per Hour			39.4	43.4	31.0	61.0	59.3	22.8	22.5	36.3	39.5	

AUTOMATIC BLOCK SIGNALS

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS							FIRST CLASS		Distance from Minot	Time Table No. 87		Telegraph Co.
	Siding	Other Tracts	423	449	491	485	345	219	(178) 179	3	31		Effective September 29, 1957		
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily		STATIONS		
526	Yard	4325	L 8.20Pm	L 1.00Pm	L 6.00Am	L 12.01Am	L 4.10Pm	L 5.50Am			L 7.45Pm	L 5.35Am			AD
			8.35	1.15	6.15	12.15	4.21	6.00			7.52	5.41	4.31		
			8.37	1.17	6.17	12.17	4.22	6.01			7.53	5.42	4.94		
536		14	8.45	1.25	6.25	12.25	f 4.29	6.10			7.59	5.48	9.24		
538	60	16	8.53	⁴⁸⁶ 1.38	6.33	12.33	s 4.37	s 6.18			8.06	5.55	13.47		
544		27	9.01	1.45	6.41	12.41	s 4.45	s 6.25			8.11	6.00	17.59		
549	E 99 W138	192	9.08	1.52	6.49	12.49	s 5.01	s 6.35			8.15	6.04	22.34		
								A 6.40Am					22.58		
552	140		9.15	1.58	6.57	12.57	f 5.09				8.20	6.09	27.01		
558	150	15	9.23	2.05	7.05	1.05	s 5.17				³² 8.27	6.15	32.05		
565	194	16	9.32	2.14	7.14	1.14	s 5.28				8.34	6.22	38.87		
572	140	22	9.41	2.23	7.23	1.23	s 5.40				8.42	6.30	45.85		
580	Continuous W260 E130 Auto. Bk. Sigs.	118	⁴⁹² 9.55	2.40	7.40	1.40	s 6.01						52.20		
587		24	10.08	2.53	7.53	1.53	s 6.15				s 8.52	6.38	53.67		
592		140	10	10.14	2.59	³⁴⁶ 7.59	1.59	f 6.23				⁴⁹² 9.06	6.51	65.55	
599	140	25	10.25	3.10	8.10	2.10	s 6.36				9.14	6.59	73.04		
609	118	456	10.37	3.22	8.22	2.22	s 6.50				9.23	7.08	80.90		
614	140	17	10.45	3.30	8.36	2.30	s 7.01				9.29	³⁴⁶ 7.14	86.43		
617	E110 W138	42	10.53	3.38	8.47	2.38	s ³² 7.20				9.35	7.21	92.68		
625	146	28	11.01	3.45	8.55	2.45	s 7.29				9.40	7.27	97.99		
631		30	11.09	3.53	9.03	2.53	s 7.40				9.46	7.34	103.16		
633	96	17	11.17	4.01	9.11	3.01	s 7.52				9.52	7.41	108.97		
641			11.25	4.08	9.18	3.08	f 8.04				9.58	7.48	114.55		
647	Yard	1922	A 11.40Pm	A 4.20Pm	A 9.30Am	A 3.20Am	A 8.20Pm				A 10.05Pm	A 7.55Am	120.24		
			3.20 36.1	3.20 36.1	3.30 34.4	3.19 36.3	4.10 28.9	.50 27.1	.10 8.8		2.20 51.5	2.20 51.5			

MINOT.....★	} Double Track	AD
M. St. P. & S. S. M. Ry. Crossing.....		
W. L. SWITCH.....		
GASSMAN SWITCH.....		
RALSTON.....	} Double Track	DE
DES LACS.....		
LONE TREE.....		NE
BERTHOLD.....★		BD
CROSBY LINE JCT.....		
ROACH.....		
TAGUS.....		Q
BLAISDELL.....		BX
PALERMO.....		PA
GRENORA LINE JUNCTION.....		
STANLEY.....★		SA
ROSS.....		VR
MANITOU.....		
WHITE EARTH.....		WH
TIOGA.....★		OG
TEMPLE.....		
RAY.....		
WHEELOCK.....★	} DOUBLE TRACK	W
EPPING.....		
SPRING BROOK.....		PG
AVOCA.....		
WILLISTON.....★		WN

AUTOMATIC BLOCK SIGNALS

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 87 Effective September 29, 1957	Distance from Williston	SIGNS	FIRST CLASS				SECOND CLASS							
			4	32			220	346	(177) 180	494	486	492		
			Daily	Daily			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily		
STATIONS														
AUTOMATIC BLOCK SIGNALS	} Double Track	MINOT.....★	120.24	IRDNPWY KOXB	A 11.30Am	A 9.02Pm			A 4.45Pm	A 10.30Am		A 6.10Am	A 2.25Pm	A 11.20Pm
		M. St. P. & S. S. M. Ry. Crossing.....												
		} Double Track	W. L. SWITCH.....	115.93	IP	11.20	8.54		4.31	10.18		5.45	1.55	11.08
	GASSMAN SWITCH.....		115.30	IP	11.19	8.53		4.30	10.17		5.43	1.53	11.06	
		} Double Track	RALSTON.....	111.00	P	11.14	8.48		f 4.22	f 10.09		5.35	1.45	10.59
	DES LACS.....		106.77	IRDNP	11.10	8.44		s 4.13	s 10.01		5.28	1.38	10.52	
	LONE TREE.....		102.65	P	11.06	8.40		s 4.02	s 9.53		5.21	1.31	10.45	
	BERTHOLD.....★		97.90	IDNPBRX	11.02	8.36		s 3.50	s 9.45		5.14	1.24	10.38	
		} Double Track	CROSBY LINE JCT.....	97.66	JPX				L 3.45Pm					
	ROACH.....		93.23	P	10.57	8.32			f 9.30		5.08	1.18	10.32	
	TAGUS.....		88.19	DP	10.52	8.27			s 9.22		5.02	1.11	10.25	
	BLAISDELL.....		81.37	DP	10.45	8.18			s 9.10		4.52	1.02	10.17	
	PALERMO.....		74.39	DP	10.37	8.10			s 8.56		4.40	1.25	10.05	
	GRENORA LINE JUNCTION.....		68.04	PJ						A 7.35Pm				
	STANLEY.....★		66.57	DNPIYXBR	s 10.29	8.01			s 8.40	L 7.30Pm		4.25	2.35	9.55
	ROSS.....		59.24	IDP	10.19	7.53			s 8.09		4.00	12.15	9.13	
		} DOUBLE TRACK	MANITOU.....	54.69	P	10.14	7.48		f 7.59		3.52	12.07Pm	9.06	
	WHITE EARTH.....		47.20	DP	10.05	7.39			s 7.43		3.35	11.50	8.48	
	TIOGA.....★		39.34	DNP	9.57	7.31			s 7.30		3.25	11.40	8.38	
	TEMPLE.....		33.81	DP	9.51	7.26			s 7.14		3.18	11.33	8.28	
RAY.....	27.56		DP	9.45	7.20			s 6.52		3.08	11.23	8.18		
WHEELOCK.....★	22.25		RDNPI	9.40	7.15			s 6.40		3.00	11.15	8.10		
EPPING.....	17.08		DP	9.34	7.09			s 6.30		2.45	11.01	7.55		
SPRING BROOK.....	11.27		P	9.28	7.03			s 6.21		2.30	10.45	7.40		
AVOCA.....	5.69		P	9.22	6.57			f 6.13		2.18	10.33	7.28		
WILLISTON.....★			RDNPWY KOXB	L 9.15Am	L 6.50Pm			L 6.05Am		L 2.00Am	L 10.15Am	L 7.10Pm		
Time Over Subdivision Average Speed Per Hour					2.15 53.4	2.12 54.7		1.00 22.6	4.25 27.2	.05 17.6	4.10 28.9	4.10 28.9	4.10 28.9	

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

CONDITIONAL STOPS

No. 4 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.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Wahpeton Jct.	Time Table No. 87		Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS				
	Sidings	Other Tracks	491	485	449	199		Effective Sept. 29, 1957					200	486	494		
			Daily	Daily	Daily	Daily Ex. Sun.		STATIONS					Daily Ex. Sun.	Daily	Daily		
R 8	138	32	L 8.40Pm	L 2.25Pm	L 6.50Am	L 6.08Am	6.00	WAHPETON JCT. 6.00	78.21	JIX	A 8.00Pm	A 5.22Pm	A 12.59Am				
R14	70	20	8.48	2.32	6.58	s 6.22	12.61	..... DWIGHT 6.61	DT 72.21	DP	s 7.48	5.14	12.51			
R18		17	8.56	2.41	7.06	s 6.36	16.00	..... GALCHUTT 3.39	GS 65.60	DP	s 7.30	5.06	12.43			
R21	142	29	9.04	2.49	7.14	s 6.51	19.20	..... PITCAIRN 3.20	..... 62.21	P	f 7.20	5.02	12.38		
R28	70	34	9.12	2.57	7.22	s 7.05	25.39	..... COLFAX 6.19	CX 59.01	DP	s 7.14	4.58	12.34			
R36	139	71	9.22	3.07	7.40	s 7.30	33.33	..... WALCOTT 7.94	Q 52.82	DP	s 6.59	4.50	12.26			
R41		25	9.32	3.17	7.50	s 7.38	38.31	..... KINDRED 4.98	KR 44.88	DNPW	s 6.44	4.40	12.16			
R44		32				f 7.45	42.25	..... DAVENPORT 3.94	DV 39.90	IDP	s 6.19	4.30	12.06Am			
							42.60	..... ADDISON 0.35	..... 35.96	P	f 6.09				
R48	139	37	9.48	3.33	8.05	s 7.55	46.07	..... CHAFFEE LINE JCT. 3.47	..... 32.14	PJ					
							53.74	..... DURBIN 7.67	DU 32.14	DP IDNP WXR	s 6.01	4.14	11.50			
R56	134	237	10.03	3.48	8.30	s 8.20	53.96	..... Casseilton Tower N. P. Ry. Crossing 0.22	CT 24.47							
							54.29	..... CASSEILTON 0.33	A 24.25	XP	s 5.45	3.58	11.34			
T 1	73	19	A 10.05Pm	A 3.50Pm	A 8.32Am	8.23	54.29	..... CASSEILTON JCT. 10.39	..... 23.92	XYJPI	5.30	A 3.51	11.32		
T 7	107	26				s 8.45	64.68	..... ABSARAKA 6.03	AX 13.53	DP	s 5.10	3.29	11.08			
						s 9.10	70.71	..... AYR 7.50	AY 7.50	DP	s 4.55	3.17	10.50			
FS41	128					A 9.25Am	78.21	..... NOLAN 7.50	W	RID PNWJ	L 4.25Pm	L 3.01Pm	L 10.30Pm			
			1.25	1.25	1.42	3.17					3.35	2.21	2.29				
			38.3	38.3	31.9	23.8		Time Over Subdivision Average Speed Per Hour			21.8	33.3	31.5				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

FIFTH SUBDIVISION

EASTWARD

9

Station Numbers	Car Capacity		SECOND CLASS	Distance from Crosby Line Jct.	Time Table No. 87 Effective September 29, 1957	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS
	Sidings	Other Tracks								219	220
			Daily Ex. Sun.		STATIONS				Daily Ex. Sun.
549	.....	.....	L 6.40Am	.....	.....	88.46	PJX	A 3.45Pm	.....
VB 7	.....	21	s 6.55	6.72	.....	81.74	D	s 3.30	.....
VB13	30	30	s 7.10	13.01	.....	75.45	.....	s 3.15	.....
VB21	.....	35	s 7.25	20.28	.....	68.18	D	s 2.56	.....
VB28	.....	35	s 7.40	27.30	.....	61.16	D	s 2.39	.....
VB34	32	30	s 7.55	33.93	.....	54.53	RDY	s 2.22	.....
.....	.....	.....	.....	34.21	.....	54.25	J	.....	.....
VB41	32	29	s 8.10	40.64	.....	47.82	D	s 2.07	.....
VB48	.....	35	s 8.25	47.32	.....	41.14	.....	s 1.52	.....
VB55	32	30	s 8.45	54.85	.....	33.61	D	s 1.35	.....
VB63	.....	32	f 9.00	62.87	.....	25.59	.....	f 1.16	.....
VB66	.....	16	s 9.10	64.92	.....	23.54	DYX	s 1.10	.....
VB69	.....	32	s 9.22	68.38	.....	20.08	D	s 1.245	.....
VB72	.....	.....	.....	71.07	.....	17.39	.....	.....	.....
VB76	.....	32	s 9.45	75.29	.....	13.17	DYX	s 1.230	.....
VB81	.....	35	f 9.55	80.96	.....	7.50	.....	f 12.02Pm	.....
VB84	.....	10	f 10.03	84.21	.....	4.25	.....	f 11.55	.....
VB89	.....	126	A 10.30Am	88.46	.....	.....	BRDYX	L 11.45Am	.....
			3.50 23.1		Time Over Subdivision Average Speed Per Hour			4.00 22.1	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23

10 WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Northgate Line Jct.	Time Table No. 87 Effective September 29, 1957		Telegraph Calls	Distance from Boundary Line	SIGNS
	Sidings	Other Tracks		STATIONS				
VE 8	20		6.87	NORTHGATE LINE JCT. 6.87			21.46	YJ
VE15	24		8.01	M. St. P. & S. S. M. Ry. Crossing. 1.14		BE	14.59	D
VE21	104		14.73	BOWBELLS 6.72			13.45	
			21.01	PERELLA 6.28		NO	6.73	RDX
			21.46	NORTHGATE			0.45	J
				BOUNDARY LINE				
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		SECOND CLASS					Distance from Casselton Jct.	Time Table No. 87 Effective September 29, 1957		Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	491	485	449	(312) 369	(311) 367		STATIONS					(311) 368	(312) 370
R 63	46		L 10.05Pm	L 3.50Pm	L 8.32Am	L 5.30Pm	L 7.55Am	6.62	CASSELTON JCT. 6.62			8.77	IPXYJ	A 7.50Am	A 5.25Pm
FS 23	69		A 10.23Pm	A 4.13Pm	A 8.50Am	A 5.35Pm	A 8.00Am	8.77	AMENIA 2.15		MY	2.15	DP	L 7.45Am	L 5.20Pm
			.18 29.2	.23 22.9	.18 29.2	.05 25.8	.05 25.8		VANCE				IRPYJ	.05 25.8	.05 25.8
Time Over Subdivision Average Speed Per Hour															

Westward trains are superior to eastward trains of the same class,
except Nos. 368 and 370 are superior to Nos. 367 and 369.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD

11

Station Numbers	Car Capacity		SECOND CLASS		Distance from Grenora Line Jct.	Time Table No. 87 Effective September 29, 1957	STATIONS	Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		177								178	Daily Ex. Mon.
VD 8	22		L 7.35Pm			.....	GRENORA LINE JCT.....	.....	86.52	PJ	A 6.45Am	.....
VD13	34		f 7.55	6.36		.....	6.36 WASSAIC.....	.....	80.16	.....	f 6.25	.....
VD20	25		s 8.10	11.69		.....	5.33 LOSTWOOD.....	WD	74.83	DP	s 6.10	.....
VD26	44		s 8.30	17.99		.....	6.30 LUNDS VALLEY.....	VA	68.53	P	s 5.50	.....
VD33	23		s 8.55	24.55		.....	6.56 POWER'S LAKE.....	PW	61.97	DP	s 5.30	.....
VD40	37		s 9.15	31.63		.....	7.08 BATTLEVIEW.....	BV	54.89	DP	s 4.45	.....
VD46	25		s 9.35	38.01		.....	6.38 McGREGOR.....	GO	48.51	DP	s 4.20	.....
VD52	50	39	s 9.55	44.32		.....	6.31 HAMLET.....	HA	42.20	P	s 3.55	.....
VD59	25		s 10.30	50.31		.....	5.99 WILDROSE.....	WR	36.21	DP	s 3.30	.....
VD66	35		s 10.50	57.19		.....	6.88 CORINTH.....	CN	29.33	DP	s 2.55	.....
VD71	27		s 11.10	64.28		.....	7.09 ALAMO.....	AG	22.24	DP	s 2.35	.....
VD76	35		s 11.30	69.78		.....	5.50 APPAM.....	AK	16.74	DP	s 2.15	.....
VD82	35		s 11.45	74.56		.....	4.78 ZAHL.....	ZA	11.96	DP	s 1.55	.....
VD88	105		s 12.05Am	80.20		.....	5.64 HANKS.....	HK	6.32	DP	s 1.35	.....
			A 12.30Am	86.52		.....	6.32 GRENORA.....	GR	.....	RDPYXB	L 1.15Am	.....
			4.55								5.30	
			17.6								15.7	
							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

NINTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity				Distance from Chaffee Line Jct.	Time Table No. 87 Effective September 29, 1957	STATIONS	Telegraph Calls	Distance from Chaffee	SIGNS		
	Sidings	Other Tracks										
R 45	26				7.16	.....	CHAFFEE LINE JCT.....	.....	11.59	PJ		
R 46	25				11.59	.....	7.16 LYNCHBURG.....	.....	4.43	.....	
						.....	4.43 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.

12 WESTWARD

TENTH SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS						FIRST CLASS				Distance from Williston	Time Table No. 87 Effective September 29, 1957	STATIONS	Telegraph Calls
	Sidings	Other Tracks	473	289	371	285	461	613			3	31				
			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily	Daily						
647	.....	Yard	L 11.10Pm	L 8.00Am	L 7.15Am	L 7.10Am	L 8.30Am	L 5.00Am	.....	.....	L 9.20Pm	L 7.05Am	.....	Automatic Block Signals	.....	.....
659	300	29	.....	f 8.15	f 7.35	f 7.25	.....	.....	.....	.....	.....	.....	11.99		.....	.....
668	.....	36	.....	f 8.25	f 7.50	f 7.35	.....	.....	.....	.....	.....	.....	20.55		.....	.....
676	280	91	.....	f 8.32	s 8.00	A 7.45Am	.....	A 5.50Am	.....	.....	.....	.....	25.92		.....	.....
681	.....	8	.....	f 8.40	f 8.10	.....	.....	.....	.....	.....	.....	.....	31.68		.....	.....
685	175	130	.....	A 12.01Am	A 8.50Am	A 8.25Am	.....	A 9.20Am	.....	.....	A 10.04Pm	A 7.47Am	38.10		.....	.....
			.51 44.8	.50 45.7	1.10 32.7	.35 44.4	.50 45.7	.50 31.1			.44 52.0	.42 54.4	Time Over Subdivision Average Speed Per Hour			

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		SECOND CLASS		FIRST CLASS		Distance from Snowden	Time Table No. 87 Effective September 29, 1957		Telegraph Calls	Distance from Richey	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	611	613	291	285		STATIONS					292	286	610	614
			Tue. and Thur.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		Daily Ex. Sun.	Daily Ex. Sun.				Daily Ex. Sun.	Tue. and Thur.	Daily Ex. Sun.	
676	130	91	.....	L 5.50Am	.....	L 7.45Am	.....	.....	.....	SN	74.15	BDNJ XYR	A 4.50Pm	.....	A 12.05Pm
.....	14	.....	6.00	.....	s 7.50	2.55	.....	.....	.....	71.60	P	s 4.42	.....	11.40	
VF 9	41	.....	6.20	.....	s 8.00	9.13	.....	.....	D	65.02	DP BDJKPR	s 4.28	.....	11.20	
VF 14	72	.....	6.50	L 11.59Am	s 8.10	14.29	.....	.....	FA	59.86	XYB	A 9.00Am	s 4.17	11.00	
VF 18	12	.....	7.00	f 12.07Pm	f 8.20	18.40	.....	.....	.....	55.75	P	f 8.45	f 4.10	9.45	
VF 25	166	L 8.10Am	A 7.30Am	285-292 A 12.21Pm	A 8.30Am	24.78	.....	.....	SY	49.37	DJPRW XYB	L 8.35Am	L 3.54Pm	A 12.25Pm	
			285-292	291-610- 613-292- 611-614	L 12.21Pm	6.38	.....		.....	.....	.....	.....	.....	.....	.....

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	.....	.....	.....	45.08	JRP	A 3.44Pm	A 12.15Pm	.....
VF 30	.....	5	8.23	.....	.....	f 12.30	30.27	.....	.....	.....	43.88	.....	f 3.41	12.13Pm	.....
VF 36	.....	5	8.36	.....	.....	f 12.41	35.72	.....	.....	.....	38.43	.....	f 3.31	11.58	.....
VF 43	.....	27	8.55	.....	.....	f 12.56	43.15	.....	.....	.....	31.00	.....	f 3.16	11.39	.....
VF 51	.....	37	9.14	.....	.....	s 1.12	50.75	.....	.....	RT	23.40	D	s 3.01	11.20	.....
VF 58	.....	42	9.33	.....	.....	s 1.28	58.21	.....	.....	.....	15.94	.....	s 2.46	11.01	.....
VF 63	.....	10	9.44	.....	.....	f 1.38	62.64	.....	.....	.....	11.51	.....	f 2.36	10.50	.....
VF 74	.....	92	A 10.15Am	.....	.....	A 2.01Pm	74.15	.....	.....	RC	.....	DRXYB	L 2.13Pm	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.

TENTH SUBDIVISION

EASTWARD 13

Time Table No. 87 Effective September 29, 1957		Distance from Bainville	SIGNS	FIRST CLASS				SECOND CLASS						
STATIONS				4	32			470	614	462	372	286	290	
			Daily	Daily			Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.		
AUTOMATIC BLOCK SIGNALS	WILLISTON ★	38.10	BDNK OPRWX	A 8.05Am	A 5.40Pm			A 5.50Am	A 1.00Pm	A 1.40Pm	A 4.05Pm	A 5.30Pm	A 5.35Pm	
	TRENTON	26.11	DP								f 3.44	f 5.11	f 5.16	
	FT. BUFORD	17.55	P								f 3.33	f 4.58	f 5.06	
	SNOWDEN ★	12.18	DJ PXYIB						L 12.10Pm			f 3.24	L 4.50Pm	f 4.58
	LAKESIDE	6.42	P									f 3.15		f 4.49
	BAINVILLE ★	6.42	DNJK PXYRB	L 7.19Am	L 4.51Pm			L 4.45Am		L 12.43Pm	L 3.06Pm			L 4.40Pm
Time Over Subdivision Average Speed Per Hour				.46 49.7	.49 46.7			1.05 35.2	.50 31.1	.57 40.1	.59 38.7	.40 38.9	.55 41.6	

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Watford City	Time Table No. 87 Effective September 29, 1957		Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	615		287			STATIONS					288		616	
			Mon., Wed. and Fri.		Daily Ex. Sun.				Daily Ex. Sun.		Mon., Wed. and Fri.					
VG 37	128		L 11.30Am		L 10.29Am		WATFORD CITY	WF	37.02	DRXYB	A 10.20Am		A 11.00Am			
VG 29	40		11.50		s 10.47	7.40	ARNEGARD	NE	29.62	D	s 10.01		s 10.47			
VG 24	30		12.05Pm		s 11.01	12.66	RAWSON	RA	24.36	D	s 9.50		10.33			
VG 19	39		12.20		s 11.14	17.54	ALEXANDER	A	19.48	D	s 9.40		10.09			
VG 13	33		12.38		s 11.30	23.45	CHARBONNEAU	AU	13.57	D	s 9.30		9.50			
VG 6	30		12.59		s 11.47	31.31	CARTWRIGHT	CG	5.71	D BDJPR XY	s 9.10		9.25			
VF 14	72		A 1.20Pm		A 11.59Am	37.02	FAIRVIEW	FA			L 9.00Am		L 9.10Am			
Time Over Subdivision Average Speed Per Hour			1.50 20.2		1.30 24.7						1.20 27.8		1.50 21.9			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

14 WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Bainville	Time Table No. 87			Telegraph Calls	Distance from Opheim	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidelings	Other Tracts	371		289			STATIONS	290					372			
			Daily Ex. Sunday		Daily Ex. Sunday				Daily Ex. Sunday					Daily Ex. Sunday			
685	W175 E115	181	L 8.25Am	L 9.10Am				B	146.60	BDNJK PRWXY	A 4.40Pm	A 3.06Pm					
VC 11	41	22	s 8.52	s 9.31	10.64		MC	135.96	DP	s 4.16	s 2.39						
VC 19		34	s 9.14	s 9.49	19.30		FD	127.30	DP	s 3.58	s 2.17						
VC 26		40	s 9.30	s 10.02	25.66		HO	120.94	DP	s 3.45	s 2.01						
VC 32		34	s 9.45	s 10.14	31.62		MK	114.98	DP	s 3.30	s 1.45						
VC 39		25	s 10.04	s 10.30	39.12		RS	107.48	DP	s 3.15	s 1.26						
VC 45		25	s 10.20	s 10.43	45.40		AN	101.20	DP DP XY	s 3.02	s 1.10						
VC 53	40	63	s 10.50	s 11.01	53.40		NY	93.20		s 2.50	s 12.50Pm						
VC 61		19	f 11.08 372-289	f 11.14 371-372	59.82			86.78		f 2.38	f 11.49 289-371						
VC 66		25	s 11.28	s 11.28	66.56			80.04	P	s 2.24	s 11.28						
VC 71		35	s 11.52	s 11.42	73.42			73.18	DP	s 2.10	s 11.07						
VC 78		18	s 12.09Pm	s 11.58	79.93			66.67	P	s 1.57	s 10.47						
VC 85		35	s 12.27	s 12.17Pm	85.38			61.22	DP	s 1.46	s 10.30						
VC 91		25	s 12.43	s 12.27	90.54			56.06	P DP	s 1.35	s 10.13						
VC 98	37	126	s 1.20 290	A 12.45Pm	97.97			48.63	XYB	L 1.20Pm	s 9.50						
VC106		24	s 1.50		106.50			40.10	DP		s 9.20						
VC112		23	s 2.15		112.47			34.13			s 9.02						
VC118		35	s 2.35		118.01			28.59	DP		s 8.45						
VC129		30	s 3.15		129.51			17.09	DP		s 8.10						
VC139		34	s 3.45		139.38			7.22	DP DPR		s 7.30						
VC147	0	122	A 4.15Pm		146.60				XYB		L 7.00Am						
			7.50 18.7	3.35 27.3							3.20 29.4	8.06 18.1					
								Time Over Subdivision Average Speed Per Hou									

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 Freight
59 MPH 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-310.... 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.

Aylmer..... East end eastward siding and west end westward siding.

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 West siding switch.

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

8. 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 be 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, cut 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 Express Company do not maintain representatives. Conduct

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

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.

Employees 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 employees to afford other protection prescribed by rule.

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

Emergency red rear end light must be extinguished 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 track-ages, 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.

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 First class trains and passenger extras will register by ticket at Breckenridge passenger station, other trains will register at Breckenridge yard office.

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 tras 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.

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.

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.

Moorhead Junction.....east siding switch.

FargoJunction of Dakota-Surrey main tracks and Eighth Street Crossovers.

Nolanwest siding switch.

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.

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

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

13. INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.

Centralized Traffic Control (CTC) under control of the control operator at Breckenridge, Minn. under supervision of train dispatcher extends from the governing signals at Wahpeton Jct. to the governing signals at mile post 212 one and one quarter miles east of the N. P. Ry. crossing east of Breckenridge.

Single track extends from Wahpeton Jct. to the west end of east crossover just east of the N. P. crossing east of Breckenridge and two main tracks known as North Main and South Main extend from this point to mile post 212.

Wahpeton Jct. switch; west yard lead switch Breckenridge; west siding switch Breckenridge; N. P. Ry. crossing; east yard lead switches Breckenridge; and double crossovers east of N. P. crossing are controlled; with governing signals of the colorlight type.

All main track switches between Wahpeton Jct. and west yard lead switch Breckenridge are hand operated switches equipped with electric locks. The three main track switches and siding end of crossover switch near Breckenridge yard office are hand operated, equipped with electric locks under control of the control operator. Great Northern Railway Company Rules and Instructions Governing Operation of Trains by CTC System.

Westward dwarf home signals at west siding switch and west yard lead switch Breckenridge when displaying single green indication are not covered by Interlocking Rules of Consolidated Code. Indication will be "Proceed on Main Route."

Great Northern Railway Company Rules Nos. 265 to 295 inclusive, of the Rules and Instructions Governing Operation of

Trains by Centralized Traffic Control System, Reissue of December 15, 1954 will govern train and engine movements over this territory.

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.

19. Kent, first crossing east of depot. This crossing 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.

20. All except first class trains and passenger extras will receive train orders at Breckenridge yard office.

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.

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. Minot.

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

Automatic block signals of the color light type are in service on these tracks for movements with the current of traffic. Crossover switches, when not being used, must be left lined and locked in normal position on both the freight tracks and switching lead. Freight trains using these tracks will display their markers showing green to the rear on the side next to the main track, red to the rear on the opposite side, regardless of which direction or on which freight main track train is moving.

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

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

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

11. 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.

12. Minot, Nedrose crossing, 3 miles east of Minot. Harrington's crossing one mile east of Minot.

These crossings 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.

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. 4 passing depot		30 MPH
Tioga, No. 31 and No. 32 passing depot		40 MPH
Ray, No. 4 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).

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. Berthold, Main Street Crossing east of depot;
 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.

16. Minot.

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

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

Freight trains using these tracks will display their markers showing green to the rear on the side next to the main track, red to the rear on the opposite side, regardless of which direction or on which freight main track train is moving.

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

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

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

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.

Casselton Jct. Junction with Seventh Subdivision
 Casselton Jct., switch is electrically controlled by operator at Casselton Tower.

8. AUTOMATIC INTERLOCKINGS.

Davenport N. P. Ry. Crossing

FIFTH SUBDIVISION

(Crosby Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Noonan, coal mine tracks 5 MPH

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

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

SIXTH SUBDIVISION

(Northgate Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Bowbells..... 20 MPH

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

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

4. Northgate, when using Canadian National Railway tracks, train and engine men will be governed by their time table and rules.
5. **AUTOMATIC INTERLOCKINGS.**
Bowbells, 1.15 miles east of.....MStP&SSM. RR. crossing

SEVENTH SUBDIVISION

(Amenia Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Casselton Jct. and Vance 40 MPH 30 MPH
2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 311 and 312 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 respectively at that point.
(b) At Amenia, clearance under which Nos. 368 and 370 arrive will clear Nos. 367 and 369 respectively at that point.
(c) At Casselton Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
3. **SPRING SWITCHES WITH FACING POINT LOCK.**
Vance, west wye switch.
Normal position is for First Subdivision.
4. **TRAIN REGISTER EXCEPTIONS.**
Vance.....Register only for Nos. 367-368 and 369-370
5. **AUTOMATIC INTERLOCKINGS.**
Vance.....Junction with First Subdivision

EIGHTH SUBDIVISION

(Grenora Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Grenora Line Jct. & Grenora..... 35 MPH 30 MPH
2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Grenora Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 180 and 178 arrive will clear Nos. 177 and 179 respectively at that point.

NINTH SUBDIVISION

(Chaffee Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between
Chaffee Line Jct. and Chaffee, all trains..... 12 MPH
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 518.

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 3 miles west of Williston.
4. **INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**
Centralized Traffic Control (CTC) under control of control operator at Williston, North Dakota, under supervision of train dispatcher, 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 cross-over 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 ofdrawbridge 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

SPEED TABLE

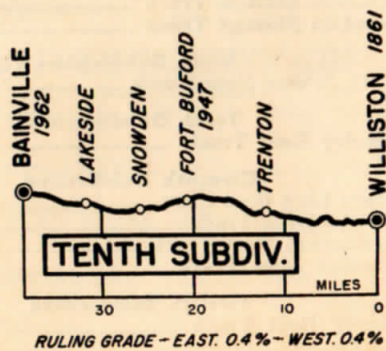
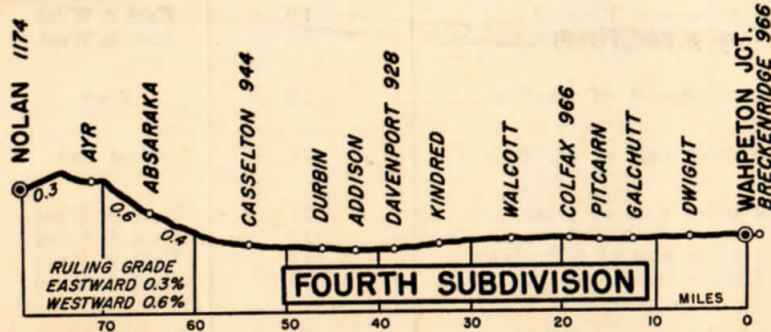
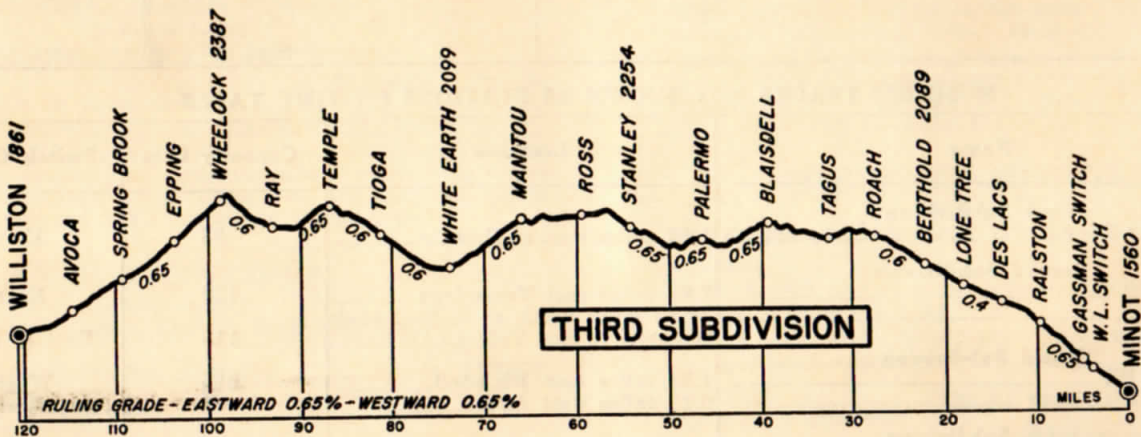
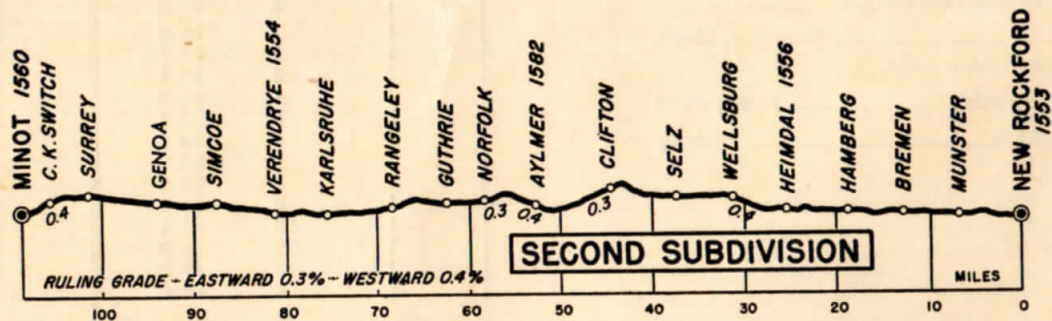
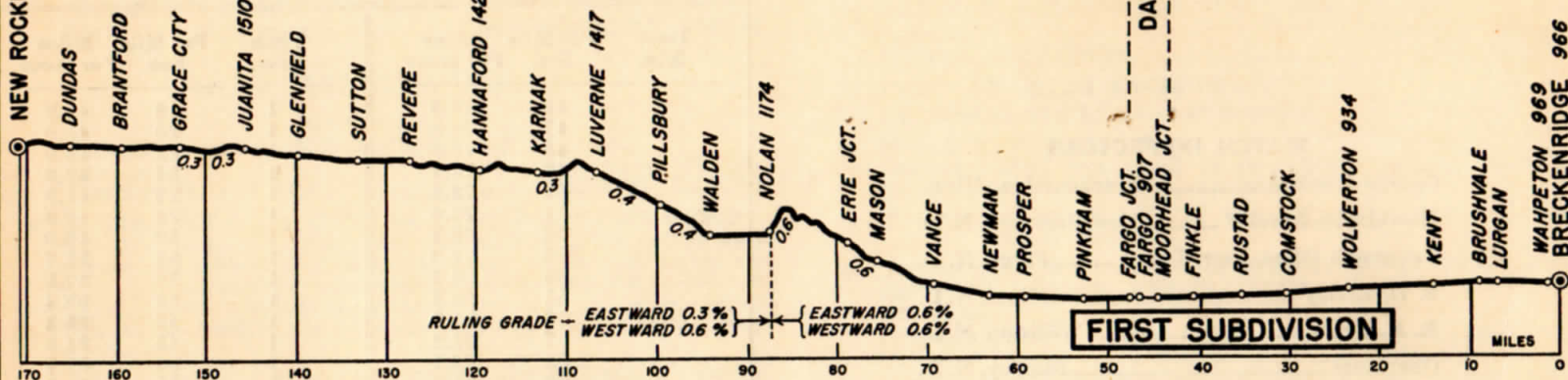
WATCH INSPECTORS	
George Nordahl	Breckenridge, Minn.
Hawkinson Jewelry	New Rockford, N. D.
Telegraph Office, Psgr. Depot	Fargo, N. D.
S. D. Kivley	Minot, N. D.
R. M. Gross	Williston, N. D.
Operators	Stanley, N. D.
Stanley, for comparison only.	
Operators	Bainville, Mont.
Bainville, comparison only.	
Catherine C. Lynch	Plentywood
John B. Stockhill	Sidney

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
Tatman	15.82 miles north of J. D. Switch Capacity of cars Tatman Air Base..	113	East & West
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

NEW ROCKFORD 1533



DAKOTA DIV.