COMPANY SURGEONS

*Dr. Ernest R. Anderson, Acting 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. G. Howard Hall ..... Fargo, N. D.
Dr. Earl M. Haugrud ..... Fargo, N. D.
Dr. R. C. Gaebe ..... Casselton, N. D.
*Dr. C. G. Owens ..... New Rockford, N. D.
*Drs. Kermott and Kermott ..... 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. O. A. Swenson ..... Fairview, 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. Burton G. Olson ..... Minot, N. D.
Dr. H. O. Ruud ..... Grand Forks, N. D.

R. R. Conway, Chief Dispatcher.
R. E. STROM, Trainmaster.
T. G. HOOKER, Trainmaster.
G. W. McELHINNY, Asst. Trainmaster.
R. L. AASE, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 89

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

Sunday, April 27, 1958

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

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

H. H. HOLMQUIST, Superintendent.
R. N. WHITMAN, 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: 343 Mon., Wed., Thurs., Sat.	SECOND CLASS: (332) 327 Daily Ex. Sun.	SECOND CLASS: 199 Daily Ex. Sun.	SECOND CLASS: 311 Daily Ex. Sun.	SECOND CLASS: 341 Daily Ex. Sun.	FIRST CLASS: 11 Daily	FIRST CLASS: 27 Daily	FIRST CLASS: 3 Daily	FIRST CLASS: 9 Daily Ex. Sun.	FIRST CLASS: 99 Sunday only	FIRST CLASS: 31 Daily	Distance from Breckenridge	Time Table No. 89 Effective April 27, 1958 — STATIONS	Telegraph Calls
A214	Yard	1156			L 6.00Am				L 1.50Pm		L 2.50Am		L 12.55Am		BRECKENRIDGE.★	BR
R 1		136			s 6.05				s 1.52		s 2.53			0.99	....WAHPETON....	WH
														1.19	.MILW. CROSSING.	
					A 6.08Am				1.54		2.55		12.59	1.84	.WAHPETON JCT.	
P 7		40							2.00		3.01		1.04	7.25	.....LURGAN.....	
P 9		22									f 3.03			9.20	....BRUSHVALE....	
P 14	90	43							2.07		f 3.11		1.11	14.23	.....KENT.....	KN
P 23	89	49							2.16		f 3.22		1.20	23.24	...WOLVERTON...	WO
P 29		78							2.22		f 3.31		1.26	30.05	....COMSTOCK....	CM
P 35		36							2.27		f 3.37		1.31	35.23	.....RUSTAD.....	
P 40		35							2.32		3.42		1.36	40.75	.....FINKLE.....	
	147	144						L 9.20Pm	2.36	L 1.24PM	3.46		1.40	44.75	.MOORHEAD JCT.	
241	55	263		L 8.01Pm				s 9.23	s 2.38	s 1.26	s 3.50		1.42	45.61	....MOORHEAD....	MH
242	Yard	1743	L 5.01Pm	A 8.10Pm		L 7.00Am	L 6.45Am	A 9.26 L 9.35	A 2.40 L 2.55	A 1.29 L 1.39	A 3.53 L 4.20	L 6.25Am	A 1.45 L 1.50	46.66	.....FARGO.★..	FO
242			5.10			7.05	6.55	A 9.37Pm	2.58	A 1.42PM	A 4.23Am	A 6.28Am	1.53	47.68	....FARGO JCT....	F
FS 6	68	14	5.25			f 7.15	f 7.05		3.05				1.58	52.91	.....PINKHAM.....	
FS 12	69	23	5.50			s 7.28	f 7.17		3.12				2.04	59.08	.....PROSPER.....	RO
FS 17		34				f 7.35								63.22	.....NEWMAN.....	
FS 23	65		6.03			A 7.45 L 8.00	A 7.30Am		3.25				2.14	69.52	.....VANCE.....	
FS 29	69	32	6.10			f 8.10			3.32				2.20	75.57	.....MASON.....	
S 15			A 6.15Pm			8.15			3.35				2.23	78.60	.....ERIE JCT.....	
FS 41	128				Ls9.30Am	A 8.30Am			3.44				2.30	87.41	.....NOLAN.★...	W
FS 47	79	23			s 9.45				3.50				2.36	94.10	.....WALDEN.....	
FS 53	142	27			s10.10				3.56				2.41	99.46	....PILLSBURY....	BX
FS 60	128	34			s10.30				4.04				2.48	106.85	.....LUVERNE....	
FS 67	79	34			s10.45				4.12				2.53	113.21	.....KARNAK.....	
FS 73	133	26			s11.05				f 4.18				3.00	119.60	...HANNAFORD.★	HO
FS 80		39			s11.25				4.25				3.07	127.03	.....REVERE.....	
FS 86	139	33			s11.45				4.31				3.12	133.00	.....SUTTON.....	SU
FS 93		52			s12.05Pm				4.38				3.18	139.97	....GLENFIELD....	GD
FS100	143	33			s12.17				4.44				3.23	146.53	.....JAMESTA.★..	JA
FS106		45			s12.30				4.50				3.28	152.97	...GRACE CITY...	G
FS113	146	33			s12.42				4.56				3.33	159.26	...BRANTFORD...	BF
FS118	136	32			f12.55				5.01				3.38	165.11	.....DUNDAS.....	
FS124	210	605			A 1.05Pm				A 5.06Pm				A 3.47Am	170.95	NEW ROCKFORD★	KO
			1.14 25.9	0.09 7.00	3.43 23.0	1.30 27.2	.45 30.5	.17 10.3	3.16 52.3	.18 9.7	1.33 30.7	.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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

FIRST SUBDIVISION — EASTWARD 3

Time Table No. 89
Effective April 27, 1958

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.		
..BRECKENRIDGE★	170.95	RDNXW KOYIB	.....	.....	A 5.06Pm	.....	A 11.30Pm	A 2.37Am	.....	A 8.15Pm	.....	.....	.....	.....	.....
0.99															
.....WAHPETON.....	169.96	PXDN	.....	.....	s 5.02	.....	s11.25	.....	.....	s 8.05	.....	.....	.....	.....	.....
0.20															
..MILW. CROSSING..	169.76	M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
0.65															
..WAHPETON JCT...	169.11	PJXI	.....	.....	4.59	.....	11.22	2.30	.....	L 8.00Pm	.....	.....	.....	.....	.....
5.41															
.....LURGAN.....	163.70	P	.....	.....	4.52	.....	11.16	2.23	.....	.....	.....	.....	.....	.....	.....
1.95															
....BRUSHVALE....	161.75	.....	.....	.....	.....	.....	f11.14	.....	.....	.....	.....	.....	.....	.....	.....
5.03															
.....KENT.....	156.72	DP	.....	.....	4.44	.....	f11.09	2.15	.....	.....	.....	.....	.....	.....	.....
9.01															
....WOLVERTON....	147.71	DP	.....	.....	4.35	.....	f10.58	2.05	.....	.....	.....	.....	.....	.....	.....
6.81															
.....COMSTOCK.....	140.90	DP	.....	.....	4.28	.....	f10.49	1.57	.....	.....	.....	.....	.....	.....	.....
5.18															
.....RUSTAD.....	135.72	DP	.....	.....	4.23	.....	f10.43	1.51	.....	.....	.....	.....	.....	.....	.....
5.52															
.....FINKLE.....	130.20	P	.....	.....	4.18	.....	10.38	1.45	.....	.....	.....	.....	.....	.....	.....
4.00								31							
..MOORHEAD JCT...	126.20	IDNPXJ	.....	A 8.10Am	4.13	A 5.15Pm	10.32	**1.40**	.....	.....	.....	.....	.....	.....	.....
0.86															
.....MOORHEAD.....	125.34	DNPXR	.....	s 8.09	s 4.11	s 5.13	s10.31	1.33	A 7.10Am	.....	.....	.....	.....	.....	.....
1.05						343							A		
.....FARGO...★..	124.29	WXBDNIKR	A 12.30Am	L 8.04	L 4.08	L **5.10**	L 10.26	L 1.30	L 7.00Am	.....	A 6.15Pm	A 5.45Pm	12.35Am	.....	.....
				A 8.01	A 3.53	A **5.01**	A 9.59	A 1.23							
1.02		BDNJK													
....FARGO JCT.....	123.27	ORWXY	L 12.25Am	L 7.59Am	3.50	L 4.59Pm	L 9.56Pm	1.19	.....	.....	6.10	5.35	12.30	.....	.....
5.23												343			
.....PINKHAM.....	118.04	P	.....	.....	3.44	.....	.....	1.12	.....	.....	f 6.01	**5.25**	12.15	.....	.....
6.17												343			
.....PROSPER.....	111.87	DP	.....	.....	3.38	.....	.....	1.06	.....	.....	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**	.....	.....	12.54	.....	.....	A 5.20	L 5.00Pm	11.45	.....	.....
6.05															
.....MASON.....	95.38	P	.....	.....	3.19	.....	.....	12.46	.....	.....	f 5.10	.....	11.31	.....	.....
3.03													L		
.....ERIE JCT.....	92.35	PJ	.....	.....	3.16	.....	.....	12.42	.....	.....	5.05	.....	11.25Pm	.....	.....
8.81															
.....NOLAN...★..	83.54	PIDNJ	.....	.....	3.07	.....	.....	12.33	.....	As4.25Pm	L 4.50Pm	.....	.....	.....	.....
6.69										27					
.....WALDEN.....	76.85	P	.....	.....	3.01	.....	.....	12.26	.....	s **3.50**	.....	.....	.....	.....	.....
5.36															
.....PILLSBURY.....	71.49	DP	.....	.....	2.56	.....	.....	12.20	.....	s 3.30	.....	.....	.....	.....	.....
7.39															
.....LUVERNE.....	64.10	DP	.....	.....	2.49	.....	.....	12.12	.....	s 3.10	.....	.....	.....	.....	.....
6.36															
.....KARNAK.....	57.74	DP	.....	.....	2.42	.....	.....	12.04Am	.....	s 2.53	.....	.....	.....	.....	.....
6.39					200					28					
....HANNAFORD.★..	51.35	IDNP	.....	.....	s **2.37**	.....	.....	11.57	.....	s **2.40**	.....	.....	.....	.....	.....
7.43															
.....REVERE.....	43.92	P	.....	.....	2.29	.....	.....	11.49	.....	s 2.20	.....	.....	.....	.....	.....
5.97															
.....SUTTON.....	37.95	DP	.....	.....	2.24	.....	.....	11.42	.....	s 2.08	.....	.....	.....	.....	.....
6.97															
.....GLENFIELD.....	30.98	DP	.....	.....	2.18	.....	.....	11.34	.....	s 1.55	.....	.....	.....	.....	.....
6.56															
.....JUANITA..★..	24.42	DNP	.....	.....	2.12	.....	.....	11.26	.....	s 1.41	.....	.....	.....	.....	.....
6.44															
....GRACE CITY....	17.98	DP	.....	.....	2.07	.....	.....	11.19	.....	s 1.23	.....	.....	.....	.....	.....
6.39															
....BRANTFORD....	11.59	DP	.....	.....	2.02	.....	.....	11.12	.....	s 1.08	.....	.....	.....	.....	.....
5.75										199					
.....DUNDAS.....	5.84	P	.....	.....	1.57	.....	.....	11.05	.....	r**12.55**	.....	.....	.....	.....	.....
5.84		RDNPKB								L					
..NEW ROCKFORD★		IWXOY	.....	.....	L 1.52Pm	.....	.....	L 10.57Pm	.....	12.40Pm	.....	.....	.....	.....	.....
Time Over Subdivision			.05	.11	3.14	.16	1.34	3.40	.10	4.00	1.25	.45	1.10		
Average Speed Per Hour			12.2	16.0	52.8	10.8	30.6	46.6	6.3	21.3	28.8	30.5	27.4		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

WESTWARD — SECOND SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 199 Daily Ex. Sun.	FIRST CLASS 3 Daily	27 Daily	9 Daily Ex. Sun.	99 Sunday Only	31 Daily	Distance from New Rockford	Time Table No. 89 Effective April 27, 1958 STATIONS	Telegraph Calls
										AUTOMATIC BLOCK SIGNALS	
FS124	210	605	L 1.55Pm (28)	L 5.13Pm				L 3.49Am		NEW ROCKFORD ★	KO
FS131	140	23	f 2.05	5.20				3.56	6.80	MUNSTER	...
FS137	141	35	s 2.20	5.25				4.01	12.49	BREMEN	BN
FS143	88	31	s 2.31	5.30				4.06	18.60	HAMBERG	MA
FS149	141	31	s 2.43	5.36				4.11	25.01	HEIMDAL ★	HD
FS155	141	33	s 2.55	5.41				4.16	31.11	WELLSBURG	WX
FS162	141	33	s 3.10	5.46				4.21	37.43	SELZ	Z
FS169	.....	25	s 3.23	5.53				4.27	44.46	CLIFTON	...
FS177	W 103 E 88	34	s 3.38	6.01				4.36	52.74	AYLMER ★	MR
FS183	.....	41	f 3.45	6.06				4.41	58.62	NORFOLK	...
FS187	153	34	s 3.59	6.09				4.44	62.49	GUTHRIE	
FS193	.....	41	s 4.10	6.14				4.49	68.45	RANGELEY	
FS200	84	33	s 4.25	6.20				4.54	75.31	KARLSRUHE	
FS205	144	28	s 4.40	6.25				4.59	81.17	VERENDRYE ★	RY
FS212	134	33	s 4.53	6.31				5.04	87.59	SIMCOE	SC
FS218	144	25	f 5.03	6.36				5.09	94.00	GENOA	...
519	50	.....	s 5.15	L 7.20Pm	6.44	L 12.20Pm	L 2.45Pm	5.17	101.58	SURREY	SR
521	.....	.....							104.98	J. D. SWITCH	GY
523	.....	221	5.25	7.24	6.48	12.24	2.50	5.21	108.32	C. K. SWITCH	...
526	Yard	4325	A 5.35Pm	A 7.30Pm	A 6.55Pm	A 12.30Pm	A 2.55Pm	A 5.26Am	108.81	MINOT ★	AD
			3.40	.10	1.42	10	.10	1.37		Time Over Subdivision	
			29.6	43.4	64.0	43.4	43.4	67.3		Average Speed Per Hour	

WESTWARD — THIRD SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS (312) 369 Daily Ex. Sun.	(311) 367 Daily Ex. Sun.	Distance from Casselton Jct.	Time Table No. 89 Effective April 27, 1958 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS (311) 368 Daily Ex. Sun.	(312) 370 Daily Ex. Sun.
						AUTOMATIC BLOCK SIGNALS				
.....	.....	.....	.....	.....	.....	CASSELTON JCT.	.....	IPXYJ	.....	.....
R 63	.....	46	L 5.30Pm (370)	L 7.55Am (368)	6.62	AMENIA	MY	DP	A 7.50Am (367)	A 5.25Pm (369)
FS 23	69	.....	A 5.35Pm	A 8.00Am	8.77	VANCE	.....	IRPYJ	L 7.45Am	L 5.20Pm
			.05	.05		Time Over Subdivision			.05	.05
			25.8	25.8		Average Speed Per Hour			25.8	25.8

WESTWARD — FOURTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Northgate Line Jct.	Time Table No. 89 Effective April 27, 1958 STATIONS	Telegraph Calls	SIGNS
.....	.....	.....	.....	NORTHGATE LINE JCT.	.....	YJ
VE 8	.....	20	8.01	BOWBELLS	BE	D
VE15	.....	24	14.73	PERELLA	.....	.....
VE21	.....	104	21.01	NORTHGATE	NO	RDX
.....	.....	.....	21.46	BOUNDARY LINE	.....	J

(8.01 BOWBELLS – 6.72 PERELLA – 6.28 NORTHGATE – 0.45 BOUNDARY LINE)

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Chaffee Line Jct.	Time Table No. 89 Effective April 27, 1958 STATIONS	Telegraph Calls	SIGNS
.....	.....	.....	.....	CHAFFEE LINE JCT.	.....	PJ
R 45	.....	26	7.16	LYNCHBURG	.....	.....
R 46	.....	25	11.59	CHAFFEE	.....	D

(7.16 LYNCHBURG – 4.43 CHAFFEE)

Time Table No. 89
Effective April 27, 1958

STATIONS	Distance from Mileal	SIGNS	FIRST CLASS 4 Daily	10 Daily Ex. Sun.	100 Sunday Only	28 Daily	32 Daily	SECOND CLASS 200 Daily Ex. Sun.
NEW ROCKFORD ★	108.81	IRDNPB KWXOY				A 1.47Pm	A 10.52Pm	A 11.20Am
6.80 MUNSTER	102.01	P				1.37	10.43	f11.01
5.69 BREMEN	96.32	DP				1.31	10.37	s10.48
6.11 HAMBERG	90.21	DP				1.24	10.31	s10.30
6.41 HEIMDAL ★	83.80	DNP				1.18	10.25	s10.11
6.10 WELLSBURG	77.70	DP				1.12	10.19	s 9.53
6.32 SELZ	71.38	DP				1.06	10.12	s 9.35
7.03 CLIFTON	64.35	P				12.58	10.04	s 9.16
8.28 AYLMER ★	56.07	DNP				12.49	9.55	s 9.00
5.88 NORFOLK	50.19	IP				12.42	9.48	f 8.28
3.87 GUTHRIE	46.32	DP				12.38	9.44	s 8.20
5.96 RANGELEY	40.36	P				12.32	9.38	s 8.03
6.86 KARLSRUHE	33.50	DP				12.25	9.31	s 7.52
5.86 VERENDRYE ★	27.64	DNP				12.19	9.25	s 7.35
6.42 SIMCOE	21.22	DP				12.13	9.19	s 7.18
6.41 GENOA	14.81	P				12.07Pm	9.13	f 7.02
7.58 SURREY	7.23	XRDNPIJ	A 11.44Am	A 1.50Pm	A 4.14Pm	11.59	9.05	s 6.50
3.40 J. D. SWITCH	3.83	IP						
1.34 C. K. SWITCH	2.49	PXI	11.39	1.44	4.05	11.54	9.00	6.35
2.49 MINOT ★		IRDNPW KOXBY	L 11.35Am	L 1.40Pm	L 4.00Pm	L 11.50Am	L 8.55Pm	L 6.30Am
Time Over Subdivision			.09	.10	.14	1.57	1.57	4.50
Average Speed Per Hour			48.2	43.4	31.0	55.8	55.8	22.5

C BLOCK SIGNALS

Time Table No. 89
Effective April 27, 1958

Numbers	Car Capacity Sidings	Car Capacity Other Tracks	SECOND CLASS 177 Daily Ex. Sun.	Distance from Stanley	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 178 Daily Ex. Mon.
0			L 7.30PM		STANLEY ★	SA	DNPIYXBR	A 6.55Am
			7.35	1.47	1.47 GRENORA LINE JCT.		PJ	6.45
VD 8		22	f 7.55	7.83	6.36 WASSAIC			f 6.25
VD13		34	s 8.10	13.16	5.33 LOSTWOOD	WD	DP	s 6.10
VD20		25	s 8.30	19.46	6.30 LUNDS VALLEY	VA	P	s 5.50
VD26		44	s 8.55	26.02	6.56 POWER'S LAKE	PW	DP	s 5.30
VD33		23	s 9.15	33.10	7.08 BATTLEVIEW	BV	DP	s 4.45
VD40		37	s 9.35	39.48	6.38 McGREGOR	GO	DP	s 4.20
VD46		25	s 9.55	45.79	6.31 HAMLET	HA	P	s 3.55
VD52	50	39	s10.30	51.78	5.99 WILDROSE	WR	DP	s 3.30
VD59		25	s10.50	58.66	6.88 CORINTH	CN	DP	s 2.55
VD66		35	s11.10	65.75	7.09 ALAMO	AG	DP	s 2.35
VD71		27	s11.30	71.25	5.50 APPAM	AK	DP	s 2.15
VD76		35	s11.45	76.03	4.78 ZAHL	ZA	DP	s 1.55
VD82		35	s12.05Am	81.67	5.64 HANKS	HK	DP	s 1.35
VD88		105	A 12.30Am	87.99	6.32 GRENORA	GR	RDPYXB	L 1.15Am
			5.00		Time Over Subdivision			5.40
			17.6		Average Speed Per Hour			15.5

Westward trains are superior to eastward trains of the same class on the Second, Third, Fourth, Fifth and Sixth subdivisions except No. 28 and No. 4 are superior to No. 9 and Nos. 368 and 370 are superior to Nos. 367 and 369.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

6 WESTWARD — SEVENTH SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 345 Daily Ex. Sun.	SECOND CLASS 219 Daily Ex. Sun	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 31 Daily	Distance from Minot	Time Table No. 89 Effective April 27, 1958 — STATIONS	Telegraph Calls
526	Yard	4325	L 2.30Pm	L 5.50Am	L 8.00Pm	L 7.10Pm	L 5.35Am	.....	MINOT ★ (Dble. Track)	AD
.....	.....	.....	2.42	6.00	8.07	7.16	5.41	4.31	4.31 W. L. SWITCH	.....
.....	.....	.....	2.43	6.01	8.08	7.17	5.42	4.94	0.63 GASSMAN SWITCH	.....
536	.....	14	f 2.50	6.10	8.14	7.23	5.48	9.24	4.30 RALSTON (Double Track)	.....
538	60	16	s 3.02	s 6.18	8.22 (32)	7.29	5.55	13.47	4.23 DES LACS (Double Track)	DE
544	.....	38	s 3.12	s 6.25	8.27	7.33	6.00	17.59	4.12 LONE TREE	NE
549	E 99 W138	153	s 3.35	s 6.35	8.31	7.37	6.04	22.34	4.75 BERTHOLD ★	BD
.....	.....	.....	.....	A 6.40Am	.....	.....	.....	22.58	0.24 CROSBY LINE JCT.	.....
558	150	15	s 4.01	.....	8.42	7.47	6.15	32.05	9.47 TAGUS	Q
565	194	16	s 4.15	.....	8.49	7.56 (32)	6.22	38.87	6.82 BLAISDELL	BX
572	140	22	s 4.32	.....	8.57	8.04	6.30	45.85	6.98 PALERMO	.....
.....	W260 E130 Auto. Blk. Sigs. (Continuous)	.....	.....	.....	.....	.....	.....	52.20	6.35 GRENORA LINE JUNCTION	.....
580		118	s 5.15	.....	s 9.07	8.14	6.38	53.67	1.47 STANLEY ★	SA
587		24	s 5.32	.....	9.16	8.23	6.46	61.00	7.33 ROSS	VR
592	140	10	f 5.40	.....	9.20	8.28	6.51	65.55	4.55 MANITOU	.....
599	140	25	s 6.10	.....	9.28	8.37	6.59	73.04	7.49 WHITE EARTH	WH
609	118	456	s 6.45	.....	9.36	8.46	7.08	80.90	7.86 TIOGA ★	OG
614	140	17	s 7.06 (32)	.....	9.41	8.53	7.14 (346)	86.43	5.53 TEMPLE	MP
617	110	42	s 7.20	.....	9.47	8.59	7.21	92.68	6.25 RAY	RX
625	146	28	s 7.29	.....	9.52	9.04	7.27	97.99	5.31 WHEELOCK ★ (Double Track)	W
631	.....	30	s 7.40	.....	9.57	9.10	7.34	103.16	5.17 EPPING	PG
633	96	17	s 7.52	.....	10.03	9.16	7.41	108.97	5.81 SPRING BROOK	.....
641	.....	.....	f 8.04	.....	10.08	9.22	7.48	114.55	5.58 AVOCA	.....
647	Yard	1922	A 8.20Pm	.....	A10.15Pm	A 9.30Pm	A 7.55Am	120.24	5.69 WILLISTON ★	WN
			5.50 20.6	.50 27.1	2.15 53.4	2.20 51.5	2.20 51.5		Time Over Subdivision / Average Speed Per Hour	

(Automatic Block Signals)

WESTWARD — EIGHTH SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 371 Daily Ex. Sun.	SECOND CLASS 285 Daily Ex. Sun.	SECOND CLASS 613 Daily Ex. Sun.	FIRST CLASS 3 Daily	FIRST CLASS 27 Daily	FIRST CLASS 31 Daily	Distance from Williston	Time Table No. 89 Effective April 27, 1958 — STATIONS	Telegraph Calls
647	.....	Yard	L 7.15Am	L 7.10Am	L 5.00Am	L 9.30Pm	L 8.50Pm	L 7.05Am	.....	WILLISTON ★	WN
659	300	29	f 7.35	f 7.25	.....	.....	.....	.....	11.99	11.99 TRENTON	ON
668	.....	41	f 7.50	f 7.35	.....	.....	.....	.....	20.55	8.56 FT. BUFORD	.....
676	280	91	s 8.00	A 7.45Am	A 5.50Am	.....	.....	.....	25.92	5.37 SNOWDEN ★ (Automatic Block Signals)	SN
681	.....	10	f 8.10	.....	.....	.....	.....	.....	31.68	5.76 LAKESIDE	.....
685	W172 E 115	165	A 8.25Am	.....	.....	A 10.14Pm	A 9.31Pm	A 7.47Am	38.10	6.42 BAINVILLE ★	B
			1.10 32.7	.35 44.4	.50 31.1	.44 52.0	.41 52.0	.42 54.4		Time Over Subdivision / Average Speed Per Hour	

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

SEVENTH SUBDIVISION — EASTWARD 7

Time Table No. 89
Effective April 27, 1958

AUTOMATIC BLOCK SIGNALS

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.
MINOT ★ (Dble. Track)	120.24	IRDNPWY KOXB	A 11.10Am	A 11.37Am	A 8.42Pm	A 4.45Pm	A 10.30Am
4.31 W. L. SWITCH (Dble. Track)	115.93	IP	11.02	11.28	8.33	4.31	10.18
0.63 GASSMAN SWITCH (Double Track)	115.30	IP	11.01	11.27	8.32	4.30	10.17
4.30 RALSTON (Double Track)	111.00	P	10.55	11.21	8.27	f 4.22	f 10.09
4.23 DES LACS (Double Track)	106.77	IRDNP	10.50	11.15	3 8.22	s 4.13	s 10.01
4.12 LONE TREE	102.65	P	10.45	11.10	8.18	s 4.02	s 9.53
4.75 BERTHOLD ★	97.90	IDNPBRX	10.41	11.05	8.14	s 3.50	s 9.45
0.24 CROSBY LINE JCT.	97.66	JPX				L 3.45Pm	
9.47 TAGUS	88.19	DP	10.31	10.54	8.04		s 9.22
6.82 BLAISDELL	81.37	DP	10.23	10.46	27 7.56		s 9.10
6.98 PALERMO	74.39	DP	10.15	10.38	7.48		s 8.56
6.35 GRENORA LINE JUNCTION	68.04	PJ					
1.47 STANLEY ★	66.57	DNPIYXBR	s 10.07	s 10.30	7.41		s 8.40
7.33 ROSS	59.24	IDP	9.57	10.19	7.33		s 8.09
4.55 MANITOU	54.69	P	9.52	10.14	7.28		f 7.59
7.49 WHITE EARTH	47.20	DP	9.43	10.05	7.19		s 7.43
7.86 TIOGA ★	39.34	DNP	9.35	9.56	7.11		s 7.30
5.53 TEMPLE	33.81	DP	9.29	9.50	345 7.06		31 s 7.14
6.25 RAY	27.56	DP	9.22	9.43	7.00		s 6.52
5.31 WHEELOCK ★ (DOUBLE TRACK)	22.25	RDNPI	9.17	9.37	6.55		s 6.40
5.17 EPPING (DOUBLE TRACK)	17.08	DP	9.11	9.29	6.49		s 6.30
5.81 SPRING BROOK (DOUBLE TRACK)	11.27	P	9.04	9.21	6.43		s 6.21
5.58 AVOCA (DOUBLE TRACK)	5.69	P	8.57	9.13	6.37		f 6.13
5.69 WILLISTON ★		RDNPWY KOXB	L 8.50Am	L 9.05Am	L 6.30Pm		L 6.05Am
Time Over Subdivision			2.20	2.32	2.12	1.00	4.25
Average Speed Per Hour			51.5	47.4	54.7	22.6	27.2

EIGHTH SUBDIVISION — EASTWARD

Time Table No. 89
Effective April 27, 1958

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Estevile	SIGNS	FIRST CLASS 4 Daily	FIRST CLASS 28 Daily	FIRST CLASS 32	SECOND CLASS 614 Daily Ex. Sun.	SECOND CLASS 372 Daily Ex. Sun.	SECOND CLASS 286 Daily
WILLISTON ★	38.10	BDNK OPRWX	A 7.40Am	A 7.55Am	A 5.20Pm	A 1.00Pm	A 4.05Pm	A 5.10Pm
11.99 TRENTON	26.11	DP					f 3.44	f 4.47
8.56 FT. BUFORD	17.55	P					f 3.33	f 4.35
5.37 SNOWDEN ★	12.18	DJ PYIB				L 12.10Pm	f 3.24	L 4.28Pm
5.76 LAKESIDE	6.42	P					f 3.15	
6.42 BAINVILLE ★		DNJ PXYRB	L 6.55Am	L 7.05Am	L 4.31Pm		L 3.06Pm	
Time Over Subdivision			.45	.50	.49	.50	.59	.42
Average Speed Per Hour			50.8	45.7	46.7	31.1	38.7	37.0

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

CONDITIONAL STOPS

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

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 Grand Forks and east where No. 4 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

8 WESTWARD — NINTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 199 Daily Ex. Sun.	Distance from Wahpeton Jct.	Time Table No. 89 Effective April 27, 1958 — STATIONS	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS 200 Daily Ex. Sun.
.....	.....	.....	L 6.08Am	.....	WAHPETON JCT.	....	78.21	JIX	A 8.00Pm
					6.00				
R 8	138	32	s 6.22	6.00	DWIGHT	DT	72.21	DP	s 7.48
					6.61				
R14	70	20	s 6.36	12.61	GALCHUTT	GS	65.60	DP	s 7.30
					3.39				
R18	.....	17	f 6.42	16.00	PITCAIRN	....	62.21	P	f 7.20
					3.20				
R21	142	29	s 6.51	19.20	COLFAX	CX	59.01	DP	s 7.14
					6.19				
R28	70	29	s 7.05	25.39	WALCOTT	Q	52.82	DP	s 6.59
					7.94				
R36	139	71	s 7.30	33.33	KINDRED ★	KR	44.88	DNP	s 6.40
					4.98				
R41	.....	25	s 7.38	38.31	DAVENPORT	DV	39.90	IDP	s 6.15
					3.94				
R44	.....	32	f 7.45	42.25	ADDISON	....	35.96	P	f 6.05
					0.35				
.....	.....	.....	.....	42.60	CHAFFEE LINE JCT.	....	35.61	PJ	.....
					3.47				
R48	139	37	s 7.55	46.07	DURBIN	DU	32.14	DP	s 5.55
					7.67			IDNP	
.....	.....	.....	.....	53.74	Casselton Tower ★	CT	24.47	XR	.....
					0.22				
R56	141	184	s 8.20	53.96	CASSELTON	A	24.25	XP	s 5.35
					0.33				
.....	.....	.....	8.23	54.29	CASSELTON JCT.	....	23.92	XYJPI	5.30
					10.39				
T 1	73	19	s 8.45	64.68	ABSARAKA	AX	13.53	DP	s 5.10
					6.03				
T 7	107	26	s 9.10	70.71	AYR	AY	7.50	DP	s 4.55
					7.50			RD	
P541	128	.....	A 9.25Am	78.21	NOLAN ★	W	.....	PNJ	L 4.25Pm
			3.17		Time Over Subdivision				3.35
			23.8		Average Speed Per Hour				21.8

AUTOMATIC BLOCK SIGNALS

WESTWARD — TENTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 219 Daily Ex. Sun.	Distance from Crosby Line Jct.	Time Table No. 89 Effective April 27, 1958 — STATIONS	Telegraph Calls	Distance from Crosby	SIGNS	SECOND CLASS 220 Daily Ex. Sun.
549	.....	.....	L 6.40Am	.....	CROSBY LINE JCT.	.....	88.46	PJX	A 3.45Pm
					6.72				
VB 7	.....	21	s 6.55	6.72	HARTLAND	HN	81.74	D	s 3.30
					6.29				
VB13	30	30	s 7.10	13.01	AURELIA	.....	75.45	.....	s 3.15
					7.27				
VB21	.....	35	s 7.25	20.28	COULEE	C	68.18	D	s 2.56
					7.02				
VB28	.....	35	s 7.40	27.30	KENASTON	K	61.16	D	s 2.39
					6.63				
VB34	32	30	s 7.55	33.93	NIOBE	NB	54.53	RDY	s 2.22
					0.28				
.....	.....	.....	.....	34.21	NORTHGATE LINE JCT.	.....	54.25	J	.....
					6.43				
VB41	32	29	s 8.10	40.64	COTEAU	CA	47.82	D	s 2.07
					6.68				
VB48	.....	35	s 8.25	47.32	WOBURN	.....	41.14	.....	s 1.52
					7.53				
VB55	30	38	s 8.45	54.85	LIGNITE	NG	33.61	D	s 1.35
					8.02				
VB63	.....	32	f 9.00	62.87	STAMPEDE	.....	25.59	.....	f 1.16
					2.05				
VB66	.....	16	s 9.10	64.92	KINCAID	KC	23.54	DYX	s 1.10
					3.46				
VB69	.....	32	s 9.22	68.38	LARSON	RN	20.08	D	s12.45
					2.69				
VB72	.....	.....	.....	71.07	STRANGE SIDING	.....	17.39	.....	.....
					4.22				
VB76	.....	32	s 9.45	75.29	NOONAN	NX	13.17	DYX	s12.30
					5.67				
VB81	.....	35	f 9.55	80.96	PAULSON	.....	7.50	.....	f12.02Pm
					3.25				
VB84	.....	10	f10.03	84.21	JUNO	.....	4.25	.....	f11.55
					4.25				
VB89	.....	126	A 10.30Am	88.46	CROSBY	CY	.....	BRDYX	L 11.45Am
			3.50		Time Over Subdivision				4.00
			23.1		Average Speed Per Hour				22.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD 9

Time Table No. 89 — Effective April 27, 1958

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	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	SDNJP XYB	.....	A 4.28Pm	.....	A 12.05Pm
							2.55								
.....	.....	14	.....	6.00	.....	s 7.50	2.55	NOHLE	.....	71.60	P	.....	s 4.23	.....	11.40
							6.58								
VF 9	.....	41	.....	6.20	.....	s 8.00	9.13	DORE	D	65.02	DP	.....	s 4.11	.....	11.20
							5.16				BDJKPR				
VF 14	.....	72	.....	6.50	L 11.59Am	s 8.10	14.29	FAIRVIEW	FA	59.86	XYB	A 9.00Am	s 4.01	.....	11.00
							4.11								
VF 18	.....	12	.....	7.00	f 12.07Pm	f 8.20	18.40	RIDGELAWN	.....	55.75	P	f 8.45	f 3.54	.....	9.45
						A 8.30Am 291-610-613-292-611-614									
							6.38							291	
VF 25	.....	166	L 8.10Am	285-292 A 7.30Am	285-292 A 12.21Pm	L 12.21Pm	24.78	SIDNEY	SY	49.37	DJPRW XYB	285-613 L 8.35Am	L 3.42Pm	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	NEWLON JCT.	.....	45.08	JRP	.....	A 3.35Pm	A 12.15Pm	.....
							1.20								
[illegible]0	.....	5	8.23	.....	.....	f 12.30	30.27	JENKS	.....	43.88	.....	.....	f 3.33	12.13Pm	.....
							5.45								
[illegible]6	.....	5	8.36	.....	.....	f 12.41	35.72	EPWORTH	.....	38.43	.....	.....	f 3.24	11.58	.....
							7.43								
VF 43	.....	27	8.55	.....	.....	f 12.56	43.15	GETTYSBURG	.....	31.00	.....	.....	f 3.09	11.39	.....
							7.60								
VF 51	37	35	9.14	.....	.....	s 1.12	50.75	LAMBERT	RT	23.40	D	.....	s 2.54	11.20	.....
							7.46								
VF 58	.....	42	9.33	.....	.....	s 1.28	58.21	ENID	.....	15.94	.....	.....	s 2.42	11.01	.....
							4.43								
VF 63	.....	10	9.44	.....	.....	f 1.38	62.64	LANE	.....	11.51	.....	.....	f 2.34	10.50	.....
							11.51								
VF 74	.....	92	A 610 10.15Am	.....	.....	A 2.01Pm	74.15	RICHEY	RC	.....	DRXYB	.....	L 2.13Pm	L 611 10.20Am	.....
			2.05	1.40	.22	2.25		Time Over Subdivision				.25	2.15	2.05	2.35
			23.7	14.9	28.6	30.7		Average Speed Per Hour				25.2	32.9	23.7	9.6

WESTWARD — TWELFTH SUBDIVISION — EASTWARD

Time Table No. 89 — Effective April 27, 1958

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	STATIONS	Telegraph Calls	Distance from Fairview	SIGNS	FIRST CLASS 288 — Daily Ex. Sun.	SECOND CLASS 616 — Mon., Wed. and Fri.
VG 37	.....	128	..... L 616 11.30Am	..... L 288 10.29Am	.....	WATFORD CITY	WF	37.02	DRXYB	A 287 10.20Am	A 615 11.00Am
					7.40						287
VG 29	.....	40	..... 11.50	..... s 616 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
									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

Westward trains are superior to eastward trains of the same class on the Eleventh and Twelfth Subdivisions except No. 288 is superior to No. 287 and No. 616 is superior to No. 615.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

Time Table No. 89

Effective April 27, 1958

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 371 Daily Ex. Sunday	Distance from Bainville	STATIONS	Telegraph Calls	Distance from Ophein	SIGNS	SECOND CLASS 372 Daily Ex. Sunday
685		W175 E 115	L 8.25Am		BAINVILLE ★	B	146.60	BDNJK PRXY	A 3.06Pm
					10.64				
VC 11	41	22	s 8.52	10.64	McCABE	MC	135.96	DP	s 2.39
					8.66				
VC 19		34	s 9.14	19.30	FROID	FD	127.30	DP	s 2.17
					6.36				
VC 26		40	s 9.30	25.66	HOMESTEAD	HO	120.94	DP	s 2.01
					5.96				
VC 32		34	s 9.45	31.62	MEDICINE LAKE	MK	114.98	DP	s 1.45
					7.50				
VC 39		25	s 10.04	39.12	RESERVE	RS	107.48	DP	s 1.26
					6.28				
VC 45		25	s 10.20	45.40	ANTELOPE	AN	101.20	DP	s 1.10
					8.00			DP	
VC 53	40	125	s 10.50	53.40	PLENTYWOOD	NY	93.20	XY	s 12.50Pm
					6.42				
VC 61		19	f 11.08	59.82	MIDBY		86.78		f 11.49
			372		6.74				371
VC 66		25	s 11.28	66.56	ARCHER		80.04	P	s 11.28
					6.86				
VC 71		35	s 11.52	73.42	REDSTONE	RD	73.18	DP	s 11.07
					6.51				
VC 78		18	s 12.09Pm	79.93	NAVAJO		66.67	P	s 10.47
					5.45				
VC 85		35	s 12.27	85.38	FLAXVILLE	FX	61.22	DP	s 10.30
					5.16				
VC 91		25	s 12.43	90.54	MADOC		56.06	P	s 10.13
					7.43			DP	
VC 98	37	126	s 1.20	97.97	SCOBEY	SC	48.63	XYB	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		Time Over Subdivision				8.06
			18.7		Average Speed Per Hour				18.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 11 THROUGH 19.

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.

On subdivisions where both passenger and freight trains are operated, 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 cars equipped with steel wheels, air signal and steam heat lines. On subdivisions where normally only freight or mixed trains are operated, the 45 degree sign may have just one set of figures preceded with the letter "F", which applies to all trains.

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

(d) 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-830 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 Ninth Subdivision.
Moorhead Jct. .....Junction with Dakota Division.
Vance .....West wye switch.
East siding switch.
Casselton .....East siding switch and Casselton Jct. switch.
Nolan .....West siding switch.
Dundas .....East and west siding switch.
New Rockford .....West yard lead.
Selz .....East and west siding switch.
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 Ninth 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.**
Diesel and Diesel-Electric engines 2303-2350 must be handled on rear of train.
Switcher and road switcher type Diesel engines G. N. numbers 1 through 232, 600 through 732 and 900 through 903, 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 Diesel and Diesel-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 249, 254 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 598, 600 to 678, 681 to 732, 900-903	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. 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.

4. 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.

5. Air hose on engines must be hooked up in hose fastener when not in use.

6. **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.

7. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

FIRST SUBDIVISION

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

SEVENTH SUBDIVISION

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

NINTH SUBDIVISION

KINDRED.....Both—Hose in depot.

8. 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.

9. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen.
Rule 2A of the consolidated code of operating rules and general instructions does not apply to employees of the Great Northern Railway.

10. 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.

11. 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 not 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.

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. 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.

22. 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.

23. 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.

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

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

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

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

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE 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.

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

26. 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.

27. 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.

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 Ninth to First Subdivision, and between Ninth 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. 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 Seventh 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 Seventh 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 8 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 Ninth Subdivision and Dakota Division
Hannaford ..... N. P. Ry. crossing

At Hannaford 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.
Fargo .....Junction of Dakota-Surrey main tracks and Eighth Street Crossovers.
Nolan .....west 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 Third Subdivision
New Rockford .....N. P. Ry. crossing

In making eastward train or engine movements from First Subdivision to Third 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 Third 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 Third 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 Third 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.

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, Kent, first crossing east of depot; Nolan, Highway 38 crossing one mile west of Nolan; Hannaford, County Highway crossing one mile west of Hannaford; Pinkham, crossing just east of depot; Vance, Highway crossing 18 just 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. 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 class trains and passenger extras and Trains 199, 200, and Dakota Division 19th Subdivision trains will register at passenger station, other trains at yard office.

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.

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.**
Selz, east and west siding switch.
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.
This track shown as 50 car capacity siding in Sidings column at Surrey.

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

(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 369-3[illegible]

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

FOURTH 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 Canadian National Railway time table and rules.

5. **AUTOMATIC INTERLOCKINGS.**
Bowbells, 1.15 miles east of.....MStP&SSM. RR. crossi[illegible]

FIFTH SUBDIVISION

(Chaffee Line)

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

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

2. **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.

3. **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.

SIXTH SUBDIVISION
(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

SEVENTH 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

8. TRAIN REGISTER EXCEPTIONS.

MINOT

First class trains, passenger extras, Trains 219, 220, 345 and 346 will register at passenger station, other trains at yard office.

Des Lacs, Wheelock, all trains register by ticket.

Berthold, Register only for Tenth Subdivision trains.

Stanley, Register only for Sixth 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., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

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. 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. 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.

EIGHTH 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. **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 288.
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.

NINTH 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 Third Subdivision
Casselton Jct., switch is electrically controlled by operator at Casselton Tower.

8. **SPRING SWITCHES WITH FACING POINT LOCK.**
Casselton, east siding switch.

9. **AUTOMATIC INTERLOCKINGS.**
Davenport ..... N. P. Ry. Cross

TENTH SUBDIVISION

(Crosby Line)

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

Between	Freight
Crosby Line Jct. and MP 28 one half mile west of Kenaston	30 MPH
MP 28 one half mile west of Kenaston and MP 43 three miles west of Coteau	40 MPH
MP 43 and MP 76 just west of Noonan	30 MPH
MP 76 just west of Noonan and Crosby	40 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.

ELEVENTH SUBDIVISION

(Richey Line)

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

Between	Passenger	Freight
Snowden and Richey	40 MPH	30 MPH

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

3. **AUTOMATIC INTERLOCKINGS.**
Snowden, 2 miles west of ..... drawbridge 12.1

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	Freight
Bainville and Redstone	25 MPH
Redstone and Opheim	20 MPH

WATCH INSPECTORS

George Nordahl ..... Breckenridge, Minn.

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

Telegraph Office, Pagr. 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

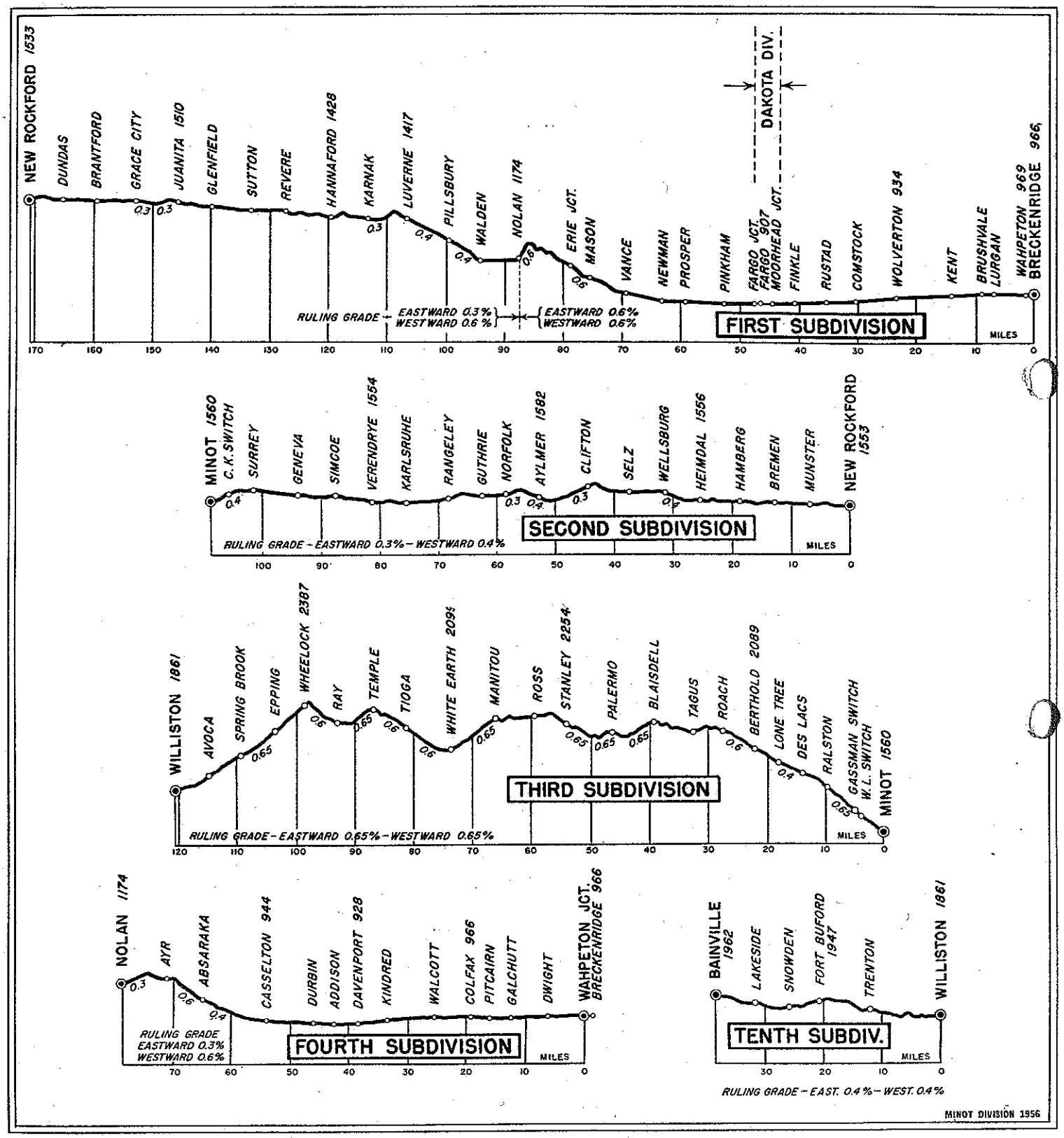
John B. Stockhill ..... Sidney

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
Tatman	15.82 miles north of J. D. Switch Capacity of cars Tatman Air Base	113	East & West
Fifth Subdivision			
J. C. Jenson Spur Track	1.58 miles east of Chaffee	10	West
Seventh Subdivision			
Blaisdell Pit	1.35 miles east Blaisdell	215	West
Lovejoy Mine Spur	0.13 miles west Avoca	48	East
Eighth Subdivision			
Marley Beet Track	4.65 miles east of Ft. Buford	38	East end
Tenth Subdivision			
Kincaid Storage Track	0.36 miles east Kincaid	80	East & West
Noonan Storage Track	1.67 miles east Noonan	68	East & West
Eleventh Subdivision			
State Line Beet Spur	3.48 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
DUNDAS
BRANTFORD
GRACE CITY
JUANITA 1510
GLENFIELD
SUTTON
REVERE
HANNAFORD 1428
KARNAK
LUVERNE 1417
PILLSBURY
WALDEN
NOLAN 1174
ERIE JCT.
MASON
VANCE
NEWMAN
PROSPER
PINKHAM
FARGO JCT.
FARGO 907
MOORHEAD JCT.
DAKOTA DIV.
FINKLE
RUSTAD
COMSTOCK
WOLVERTON 934
KENT
BRUSHVALE
LURGAN
WAHPETON 969
BRECKENRIDGE 966
RULING GRADE – EASTWARD 0.3% WESTWARD 0.6%
EASTWARD 0.6% WESTWARD 0.6%
FIRST SUBDIVISION
MILES
MINOT 1560
C.K. SWITCH
SURREY
GENEVA
SIMCOE
VERENDRYE 1554
KARLSRUHE
RANGELEY
GUTHRIE
NORFOLK
AYLMER 1582
CLIFTON
SELZ
WELLSBURG
HEIMDAL 1556
HAMBERG
BREMEN
MUNSTER
NEW ROCKFORD 1553
RULING GRADE – EASTWARD 0.3% – WESTWARD 0.4%
SECOND SUBDIVISION
MILES
WILLISTON 1861
AVOCA
SPRING BROOK
EPPING
WHEELOCK 2387
RAY
TEMPLE
TIOGA
WHITE EARTH 2095
MANITOU
ROSS
STANLEY 2254
PALERMO
BLAISDELL
TAGUS
ROACH
BERTHOLD 2089
LONE TREE
DES LACS
RALSTON
GASSMAN SWITCH
W.L. SWITCH
MINOT 1560
RULING GRADE – EASTWARD 0.65% – WESTWARD 0.65%
THIRD SUBDIVISION
MILES
NOLAN 1174
AYR
ABSARAKA
CASSELTON 944
DURBIN
ADDISON
DAVENPORT 928
KINDRED
WALCOTT
COLFAX 966
PITCAIRN
GALCHUTT
DWIGHT
WAHPETON JCT.
BRECKENRIDGE 966
RULING GRADE
EASTWARD 0.3%
WESTWARD 0.6%
FOURTH SUBDIVISION
MILES
BAINVILLE
1962
LAKESIDE
SNOWDEN
FORT BUFORD
1947
TRENTON
WILLISTON 1861
TENTH SUBDIV.
MILES
RULING GRADE – EAST. 0.4% – WEST. 0.4%
MINOT DIVISION 1956