COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
*Dr. Charles T. Eginton, Asst. to Chf. Med. Officer St. Paul, Minn.
*Dr. Louis T. O'Brien .....Breckenridge, Minn.
Dr. C. W. Jacobson .....Breckenridge, Minn.
*Dr. Clarence V. Bateman .....Breckenridge, Minn.
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. 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 92

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

Sunday, May 10, 1959

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

R. H. HEMMESCH, 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: 199 Daily Ex. Sun.	SECOND CLASS: 311 Daily Ex. Sun.	SECOND CLASS: 341 Daily Ex. Sun.	FIRST CLASS: 27 Daily	FIRST CLASS: 3 Daily	FIRST CLASS: 9 Daily Ex. Sun.	FIRST CLASS: 31 Daily	Distance from Fargo Jct.	Time Table No. 92 Effective May 10, 1959 — STATIONS	Telegraph Calls
242	.....	.....	L 4.55Pm	.....	L 7.05Am	L 6.55Am	L 2.58Pm	.....	.....	L 1.53Am	.....	...FARGO JCT..★	F
FS 6	.....	.....	5.05	.....	f 7.15	f 7.05	3.05	.....	.....	1.58	5.23	5.23 .....PINKHAM.....	....
FS 12	69	23	342 5.17	.....	s 7.28	f 7.17	3.12	.....	.....	2.04	11.40	6.17 .....PROSPER.....	RO
FS 17	.....	34	.....	.....	f 7.35	.....	.....	.....	.....	.....	15.54	4.14 .....NEWMAN.....	....
FS 23	65	.....	312 5.30	.....	A 7.45 L 8.00	A 7.30Am	28 3.25	.....	.....	2.14	21.84	6.30 .....VANCE.....	....
FS 29	69	32	5.40	.....	f 8.10	.....	3.32	.....	.....	2.20	27.89	6.05 .....MASON.....	....
S 15	.....	.....	A 5.45Pm	.....	8.15	.....	3.35	.....	.....	2.23	30.92	3.03 .....ERIE JCT.....	....
FS 41	128	.....	.....	L 9.30Am	A 8.30Am	.....	3.44	.....	.....	2.30	39.73	8.81 .....NOLAN..★..	W
FS 47	79	23	.....	s 9.45	.....	.....	200 3.50	.....	.....	2.36	46.42	6.69 .....WALDEN.....	....
FS 53	142	27	.....	s10.10	.....	.....	3.56	.....	.....	2.41	51.78	5.36 ....PILLSBURY....	BX
FS 60	128	34	.....	s10.30	.....	.....	4.04	.....	.....	2.48	59.17	7.39 .....LUVERNE.....	
FS 67	79	34	.....	s10.45	.....	.....	4.12	.....	.....	2.53	65.53	6.36 .....KARNAK.....	NA
FS 73	133	26	.....	s11.05	.....	.....	f 4.18	.....	.....	3.00	71.92	6.39 ...HANNAFORD.★	HO
FS 80	.....	.....	.....	s11.25	.....	.....	4.25	.....	.....	3.07	79.35	7.43 .....REVERE.....	....
FS 86	139	33	.....	s11.45	.....	.....	4.31	.....	.....	3.12	85.32	5.97 .....SUTTON.....	SU
FS 93	.....	52	.....	s12.05Pm	.....	.....	4.38	.....	.....	3.18	92.29	6.97 ....GLENFIELD....	GD
FS100	143	33	.....	s12.17	.....	.....	4.44	.....	.....	3.23	98.85	6.56 .....JUANITA..★.	JA
FS106	.....	45	.....	s12.30	.....	.....	4.50	.....	.....	3.28	105.29	6.44 ...GRACE CITY...	G
FS113	146	33	.....	s12.42	.....	.....	4.56	.....	.....	3.33	111.68	6.39 ...BRANTFORD...	BF
FS118	136	32	.....	f 200 12.55	.....	.....	5.01	.....	.....	3.38	117.43	5.75 .....DUNDAS.....	....
FS124	210	605	.....	A 28 1.05 L 1.55	.....	.....	A 5.06 L 5.13	.....	.....	A 3.47 L 3.49	123.27	5.84 NEW ROCKFORD★	KO
FS131	140	23	.....	f 2.05	.....	.....	5.20	.....	.....	3.56	130.07	6.80 .....MUNSTER.....	....
FS137	141	35	.....	s 2.20	.....	.....	5.25	.....	.....	4.01	135.76	5.69 .....BREMEN.....	BN
FS143	88	31	.....	s 2.31	.....	.....	5.30	.....	.....	4.06	141.87	6.11 ....HAMBERG....	MA
FS149	141	31	.....	s 2.43	.....	.....	5.36	.....	.....	4.11	148.28	6.41 .....HEIMDAL..★	
FS155	141	33	.....	s 2.55	.....	.....	5.41	.....	.....	4.16	154.38	6.10 ...WELLSBURG...	
FS162	141	33	.....	s 3.10	.....	.....	5.46	.....	.....	4.21	160.70	6.32 .....SELZ.....	Z
FS169	.....	25	.....	s 3.23	.....	.....	5.53	.....	.....	4.27	167.73	7.03 .....CLIFTON.....	....
FS177	191	34	.....	s 3.38	.....	.....	6.01	.....	.....	4.36	176.01	8.28 ....AYLMER..★.	MR
FS183	.....	41	.....	f 3.45	.....	.....	6.06	.....	.....	4.41	181.89	5.88 .....NORFOLK.....	....
FS187	153	34	.....	s 3.59	.....	.....	6.09	.....	.....	4.44	185.76	3.87 .....GUTHRIE.....	GU
FS193	.....	41	.....	s 4.10	.....	.....	6.14	.....	.....	4.49	191.72	5.96 ....RANGELEY....	....
FS200	84	33	.....	s 4.25	.....	.....	6.20	.....	.....	4.54	198.58	6.86 ...KARLSRUHE...	RA
FS205	144	28	.....	s 4.40	.....	.....	6.25	.....	.....	4.59	204.44	5.86 ...VERENDRYE.★	RY
FS212	134	33	.....	s 4.53	.....	.....	6.31	.....	.....	5.04	210.86	6.42 .....SIMCOE.....	SC
FS218	144	25	.....	f 5.03	.....	.....	6.36	.....	.....	5.09	217.27	6.41 .....GENOA.....	....
519	50	.....	.....	s 5.15	.....	.....	6.44	L 7.20Pm	L 1.04Pm	5.17	224.85	7.58 .....SURREY.....	SR
521	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	228.25	3.40 ...J. D. SWITCH...	GY
523	.....	221	.....	5.25	.....	.....	6.48	7.24	1.08	5.21	229.59	1.34 ...C. K. SWITCH...	....
526	Yard	4325	.....	A 5.35Pm	.....	.....	A 6.55Pm	A 7.30Pm	A 1.15Pm	A 5.26Am	232.08	2.49 .....MINOT..★..	AD
			.50 37.1	8.05 23.8	1.25 28.0	.35 37.4	3.57 58.8	.10 43.4	.11 39.4	3.33 65.3		Time Over Subdivision / Average Speed Per Hour	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class except No. 28 and No. 4 are superior to No. 9.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

Time Table No. 92
Effective May 10, 1959

AUTOMATIC BLOCK SIGNALS

STATIONS	Distance from Minot	SIGNS	FIRST CLASS 4 Daily	FIRST CLASS 10 Daily Ex. Sun.	FIRST CLASS 28 Daily	FIRST CLASS 32 Daily	SECOND CLASS 200 Daily Ex. Sun.	SECOND CLASS 312 Daily Ex. Sun.	SECOND CLASS 342 Daily Ex. Sun.	SECOND CLASS 344 Mon., Wed., Thurs., Sat.
FARGO JCT. ★	232.08	BDNJK ORWXY			A 3.50PM	A 1.19AM		A 6.10PM	A 5.35PM	A 12.30AM
5.23 PINKHAM	226.85	P			3.44	1.12		f 6.01	5.27	12.15
6.17 PROSPER	220.68	DP			3.38	1.06		s 5.50	f 5.17 (343)	12.05AM
4.14 NEWMAN	216.54							f 5.43		
6.30 VANCE	210.24	RYPJI			(27) 3.25	12.54		L 5.35 (343) A 5.20	L 5.00PM	11.45
6.05 MASON	204.19	P			3.19	12.46		f 5.10		11.31
3.03 ERIE JCT.	201.16	PJ			3.16	12.42		5.05		L 11.25PM
8.81 NOLAN ★	192.35	PIDNJ			3.07	12.33	As 4.25PM	L 4.50PM		
6.69 WALDEN	185.66	P			3.01	12.26	s (27) 3.50			
5.36 PILLSBURY	180.30	DP			2.56	12.20	s 3.30			
7.39 LUVERNE	172.91	DP			2.49	12.12	s 3.10			
6.36 KARNAK	166.55	DP			2.42	12.04AM	s 2.53			
6.39 HANNAFORD ★	160.16	IDNP			s (200) 2.37	11.57	s (28) 2.40			
7.43 REVERE	152.73	P			2.29	11.49	s 2.20			
5.97 SUTTON	146.76	DP			2.24	11.42	s 2.08			
6.97 GLENFIELD	139.79	DP			2.18	11.35	s 1.55			
6.56 JUANITA ★	133.23	DNP			2.12	11.28	s 1.41			
6.44 GRACE CITY	126.79	DP			2.07	11.22	s 1.23			
6.39 BRANTFORD	120.40	DP			2.02	11.16	s 1.08			
5.75 DUNDAS	114.65	P			1.57	11.10	f (199) 12.55			
5.84 NEW ROCKFORD ★	108.81	IRDNPB KWXOY			L (109) 1.52 A 1.47	L 11.03 A 10.58	L 12.40PM A 11.20AM			
6.80 MUNSTER	102.01	P			1.37	10.51	f 11.01			
5.69 BREMEN	96.32	DP			1.31	10.46	s 10.48			
6.11 HAMBERG	90.21	DP			1.24	10.41	s 10.30			
6.41 HEIMDAL ★	83.80	DNP			1.18	10.35	s 10.11			
6.10 WELLSBURG	77.70	DP			1.12	10.29	s 9.53			
6.32 SELZ	71.38	DP			1.06	10.23	s 9.35			
7.03 CLIFTON	64.35	P			12.58	10.16	s 9.16			
8.28 AYLMER ★	56.07	DNP			12.49	10.07	s 9.00			
5.88 NORFOLK	50.19	IP			12.42	10.01	f 8.28			
3.67 GUTHRIE	46.52	DP			12.38	9.57	s 8.20			
5.96 RANGELEY	40.56	P			12.32	9.51	s 8.03			
6.86 KARLSRUHE	33.50	DP			12.25	9.45	s 7.52			
5.86 VERENDRYE ★	27.64	DNP			12.19	9.40	s 7.35			
6.42 SIMCOE	21.22	DP			12.13	9.34	s 7.18			
6.41 GENOA	14.81	P			12.07PM	9.28	f 7.02			
7.58 SURREY	7.23	XRDNPIJ	A 11.39AM	A 2.20PM	11.59	9.20	s 6.50			
3.40 J. D. SWITCH	3.83	IP								
1.34 C. K. SWITCH	2.49	PXI	11.34	2.14	11.54	9.15	6.35			
2.49 MINOT ★		IRDNPW KOXBY	L 11.30AM	L 2.10PM	L 11.50AM	L 9.10PM	L 6.30AM			
Time Over Subdivision			.09	.10	4.00	4.09	9.55	1.20	.35	1.05
Average Speed Per Hour			48.2	43.4	56.0	55.9	19.4	29.8	37.4	28.5

Westward trains are superior to eastward trains of the same class except No. 28 and No. 4 are superior to No. 9.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

4 WESTWARD — SECOND SUBDIVISION — EASTWARD

Time Table No. 92

Effective May 10, 1959

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	4 WESTWARD: SECOND CLASS 219 — Daily Ex. Sun. & Tues.	4 WESTWARD: FIRST CLASS 3 — Daily	4 WESTWARD: FIRST CLASS 27 — Daily	4 WESTWARD: FIRST CLASS 31 — Daily	Distance from Minot	STATIONS		Telegraph Calls	SIGNS	EASTWARD: FIRST CLASS 4 — Daily	EASTWARD: FIRST CLASS 28 — Daily	EASTWARD: FIRST CLASS 32 — Daily	EASTWARD: SECOND CLASS 220 — Daily Ex. Sun.
526	Yard	4325	L 5.50Am	L 8.00Pm	L 7.10Pm	L 5.35Am	.....	MINOT ★	Dble. Track	AD	IRDNPWY KOXB	A 11.05Am	A 11.37AM	A 8.55Pm	A 4.45Pm
.....	.....	.....	.....	.....	.....	.....	4.31	4.31 W. L. SWITCH		.....	IP	10.57	11.30	8.47	.....
.....	.....	.....	.....	.....	.....	.....	4.94	0.63 GASSMAN SWITCH		.....	IP	.....	.....	.....	.....
538	60	16	s 6.18	.....	.....	.....	13.47	8.53 DES LACS	Double Track	DE	DP	.....	.....	.....	s 4.13
544	.....	38	s 6.25	.....	.....	.....	17.59	4.12 LONE TREE		.....	P	.....	.....	.....	s 4.02
549	138	208	s 6.35	8.28	7.36	6.01	22.34	4.75 BERTHOLD ★		BD	DPRX	10.37	11.10	8.28	s 3.50
.....	.....	.....	A 6.40Am	.....	.....	.....	22.58	0.24 CROSBY LINE JCT.		.....	JPX	.....	.....	.....	L 3.45Pm
558	150	15	.....	.....	.....	.....	32.05	9.47 TAGUS		Q	DP	.....	.....	.....	.....
565	194	16	.....	.....	.....	.....	38.87	6.82 BLAISDELL		BX	DP	.....	.....	.....	.....
572	140	22	.....	.....	.....	.....	45.85	6.98 PALERMO		PA	DP	.....	.....	.....	.....
580	260	248	.....	s 9.05	8.13	6.33	53.67	7.82 STANLEY ★	AUTOMATIC BLOCK SIGNALS	SA	DNPYXBR	s10.02	s 10.35	7.52	.....
587	175	24	.....	.....	.....	.....	61.00	7.33 ROSS		VR	DP	.....	.....	.....	.....
599	140	25	.....	.....	.....	.....	73.04	12.04 WHITE EARTH		WH	DP	.....	.....	.....	.....
609	118	456	.....	s 9.36	8.44	7.01	80.90	7.86 TIOGA ★		OG	DNP	s 9.30	9.59	7.19	.....
614	140	17	.....	.....	.....	.....	86.43	5.53 TEMPLE		MP	DP	.....	.....	.....	.....
617	110	42	.....	9.49	8.56	7.13	92.68	6.25 RAY		RX	DP	9.15	9.45	7.06	.....
625	146	28	.....	.....	.....	.....	97.99	5.31 WHEELOCK ★		W	DP	.....	.....	.....	.....
631	.....	30	.....	.....	.....	.....	103.16	5.17 EPPING	DOUBLE TRACK	PG	DP	.....	.....	.....	.....
633	96	17	.....	.....	.....	.....	108.97	5.81 SPRING BROOK		.....	P	.....	.....	.....	.....
641	.....	.....	.....	10.12	9.20	7.36	114.55	5.58 AVOCA		.....	P	.....	.....	.....	.....
647	Yard	1922	.....	A 10.20	A 9.30	A 7.45	120.24	5.69 WILLISTON ★		WN	RDNPWY KOXB	L 8.40	L 9.05	L 6.30	.....
.....	.....	.....	.....	L 9.39	L 8.50	L 7.00	.....	WILLISTON ★		WN	.....	A 7.30	A 7.55	A 5.20	.....
659	300	29	.....	.....	.....	.....	132.23	11.99 TRENTON		ON	DP	.....	.....	.....	.....
668	.....	41	.....	.....	.....	.....	140.79	8.56 FT. BUFORD		.....	P	.....	.....	.....	.....
676	280	91	.....	.....	.....	.....	146.16	5.37 SNOWDEN ★	Automatic Block Signals	SN	DJPY	.....	.....	.....	.....
681	.....	10	.....	.....	.....	.....	151.92	5.76 LAKESIDE		.....	P	.....	.....	.....	.....
685	172	280	.....	A 10.14Pm	A 9.31Pm	A 7.47Am	158.34	6.42 BAINVILLE ★		B	DNJPYRB	L 6.55Am	L 7.05AM	L 4.31Pm	.....
			.50 27.1	3.14 49.0	3.21 47.3	3.12 49.5		Time Over Subdivision / Average Speed Per Hour				3.10 50.0	3.32 44.8	3.24 46.6	1.00 22.6

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

CONDITIONAL STOPS

No. 3 will stop at Ray on flag to discharge revenue passengers from Minot and east.

No. 4 will stop at Ray on flag to pick up revenue passengers for points Minot and east.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

WESTWARD — THIRD SUBDIVISION — EASTWARD 5

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS	FIRST CLASS			Distance from Breckenridge	Time Table No. 92 Effective May 10, 1959 STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS	
			199	27	9	31					32	28	10	200	
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily					Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	
A214	Yard	1156	L 6.00Am	L 1.50Pm	L 2.50Am	L 12.55Am	.....		BR	RDNXW KOYB	A 2.37Am	A 5.06Pm	A 11.30Pm	A 8.15Pm	.....
R 1	.....	136	s 6.05	s 1.52	s 2.53	.....	0.99	0.99 WAHPETON	WH	PXDN	.....	s 5.02	@ s11.25	s 8.05	.....
.....	.....	.....	.....	.....	.....	.....	1.19	0.20 MILW. CROSSING	.....	M	.....	.....	.....	.....	.....
.....	.....	.....	6.08	A 1.54Pm	A 2.55Am	A 12.59Am	1.84	0.65 WAHPETON JCT.	.....	PJX	L 2.30Am	L 4.59Pm	L 11.22Pm	8.00	.....
R 8	138	32	s 6.22	.....	.....	.....	7.84	6.00 DWIGHT	DT	DP	.....	.....	.....	s 7.48	.....
R14	70	20	s 6.36	.....	.....	.....	14.45	6.61 GALCHUTT	GS	DP	.....	.....	.....	s 7.30	.....
R18	.....	17	f 6.42	.....	.....	.....	17.84	3.39 PITCAIRN	.....	P	.....	.....	.....	f 7.20	.....
R21	142	29	s 6.51	.....	.....	.....	21.04	3.20 COLFAX	CX	DP	.....	.....	.....	s 7.14	.....
R28	70	29	s 7.05	.....	.....	.....	27.23	6.19 WALCOTT	Q	DP	.....	.....	.....	s 6.59	.....
R36	139	71	s 7.30	.....	.....	.....	35.17	7.94 KINDRED ★	KR	DNP	.....	.....	.....	s 6.40	.....
R41	.....	25	s 7.38	.....	.....	.....	40.15	4.98 DAVENPORT	DV	IDP	.....	.....	.....	s 6.15	.....
	.....	32	f 7.45	.....	.....	.....	44.09	3.94 ADDISON	.....	P	.....	.....	.....	f 6.05	.....
	.....	.....	.....	.....	.....	.....	44.44	0.35 CHAFFEE LINE JCT.	.....	PJ	.....	.....	.....	.....	.....
R48	139	37	s 7.55	.....	.....	.....	47.91	3.47 DURBIN	DU	DP	.....	.....	.....	s 5.55	.....
.....	.....	.....	.....	.....	.....	.....	55.58	7.67 Casselton Tower ★	CT	IDNPX	.....	.....	.....	.....	.....
R56	141	184	s 8.20	.....	.....	.....	55.80	0.22 CASSELTON	A	DXP	.....	.....	.....	s 5.35	.....
.....	.....	.....	8.23	.....	.....	.....	56.13	0.33 CASSELTON JCT.	.....	XYJPI	.....	.....	.....	5.30	.....
T 1	73	19	s 8.45	.....	.....	.....	66.52	10.39 ABSARAKA	AX	DP	.....	.....	.....	s 5.10	.....
T 7	107	26	s 9.10	.....	.....	.....	72.55	6.03 AYR	AY	DP	.....	.....	.....	s 4.55	.....
FS41	128	.....	A 9.25Am	.....	.....	.....	80.05	7.50 NOLAN ★	W	RIDPNJ	.....	.....	.....	L 4.25Pm	.....
			3.25 23.4	.04 27.6	.05 22.1	.04 27.6		Time Over Subdivision Average Speed Per Hour			.07 15.8	.07 15.8	.08 13.8	3.50 20.9	

AUTOMATIC BLOCK SIGNALS

WESTWARD — FOURTH 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. 92 Effective May 10, 1959 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS (311) 368 Daily Ex. Sun.	SECOND CLASS (312) 370 Daily Ex. Sun.		
.....	.....	.....	.....	.....	370	368	.....		.....	.....	367	369	.....	.....
R 63	.....	46	.....	.....	L 5.30Pm	L 7.55Am	6.62	AUTOMATIC BLOCK SIGNALS: CASSELTON JCT.	.....	IPXYJ			.....	.....
FS 23	69	.....	.....	.....	A 5.35Pm	A 8.00Am	8.77	6.62 AMENIA	MY	DP	A 7.50Am	A 5.25Pm	.....	.....
								2.15 VANCE	.....	IRPYJ	L 7.45Am	L 5.20Pm	.....	.....
					.05 25.8	.05 25.8		Time Over Subdivision Average Speed Per Hour			.05 25.8	.05 25.8		

WESTWARD — FIFTH SUBDIVISION — EASTWARD

Station Numbers	Capacity of Tracks		Distance from Northgate Line Jct.	Time Table No. 92 Effective May 10, 1959 STATIONS	Telegraph Calls	SIGNS	
.....	.....	.....	.....	NORTHGATE LINE JCT.	.....	YJ	.....
VE 8	20	.....	8.01	8.01 BOWBELLS	BE	D	.....
VE15	24	.....	14.73	6.72 PERELLA	.....	.....	.....
VE21	104	.....	21.01	6.28 NORTHGATE	NO	RDX	.....
.....	.....	.....	21.46	0.45 BOUNDARY LINE	.....	J	.....

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Station Numbers	Capacity of Tracks		Distance from Chaffee Line Jct.	Time Table No. 92 Effective May 10, 1959 STATIONS	Telegraph Calls	SIGNS	
.....	.....	.....	.....	CHAFFEE LINE JCT.	.....	PJ	.....
R 45	26	.....	7.16	7.16 LYNCHBURG	.....	.....	.....
R 46	25	.....	11.59	4.43 CHAFFEE	.....	D	.....

Westward trains are superior to eastward trains of the same class on the Third, Fourth, Fifth and Sixth subdivisions except Nos. 368 and 370 are superior to Nos. 367 and 369.

6 WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity: Sidings	Capacity: Other Tracks	WESTWARD SECOND CLASS 219 — Daily Ex. Sun. & Tues.	Distance from Crosby Line Jct.	Time Table No. 92 Effective May 10, 1959 — STATIONS	Telegraph Calls	SIGNS	EASTWARD SECOND CLASS 220 — Daily Ex. Sun.
.....	.....	.....	L 6.40Am	.....	...CROSBY LINE JCT....	.....	PJX	A 3.45Pm
				6.72				
VB 7	.....	21	s 6.55	6.72	.....HARTLAND.....	HN	D	s 3.30
				6.29				
VB13	30	30	s 7.10	13.01	.....AURELIA.....	.....	.....	s 3.15
				7.27				
VB21	.....	35	s 7.25	20.28	.....COULEE.....	C	D	s 2.56
				7.02				
VB28	.....	35	s 7.40	27.30	.....KENASTON.....	K	D	s 2.39
				6.63				
VB34	32	30	s 7.55	33.93	.....NIOBE.....	NB	RDY	s 2.22
				0.28				
.....	.....	.....	.....	34.21	NORTHGATE LINE JCT.	.....	J	.....
				6.43				
VB41	32	29	s 8.10	40.64	.....COTEAU.....	CA	D	s 2.07
				6.68				
VB48	.....	35	s 8.25	47.32	.....WOBURN.....	.....	.....	s 1.52
				7.53				
VB55	30	38	s 8.45	54.85	.....LIGNITE.....	NG	D	s 1.35
				8.02				
VB63	.....	32	f 9.00	62.87	.....STAMPEDE.....	.....	.....	f 1.16
				2.05				
VB66	.....	16	s 9.10	64.92	.....KINCAID.....	KC	DYX	s 1.10
				3.46				
VB69	.....	32	s 9.22	68.38	.....LARSON.....	RN	D	s12.45
				2.67				
VB72	.....	.....	.....	71.07	...STRANGE SIDING....	.....	.....	.....
				4.22				
VB76	.....	32	s 9.45	75.29	.....NOONAN.....	NX	DYX	s12.30
				5.67				
VB81	.....	.....	f 9.55	80.96	.....PAULSON.....	.....	.....	f12.02Pm
				3.25				
VB84	.....	10	f10.03	84.21	.....JUNO.....	.....	.....	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

EIGHTH SUBDIVISION

Station Numbers	Capacity of Tracks	WESTWARD SECOND CLASS 177 — Daily Ex. Sun.	Distance from Stanley	Time Table No. 92 Effective May 10, 1959 — STATIONS	Telegraph Calls	SIGNS	EASTWARD SECOND CLASS 178 — Daily Ex. Mon.
580	.....	L 9.20Pm	.....	.....STANLEY..★...	SA	DNPIY XBR	A 7.10Am
				1.47			
.....	.....	9.25	1.47	GRENORA LINE JCT.	.....	PJ	7.05
				6.36			
VD 8	.....	.....	7.83	.....WASSAIC.....	.....	.....	.....
				5.33			
VD13	34	s 9.55	13.16	.....LOSTWOOD.....	WD	DP	s 6.35
				6.30			
VD20	25	s10.15	19.46	...LUNDS VALLEY...	.....	P	s 6.20
				6.56			
VD26	44	s10.40	26.02	...POWER'S LAKE...	PW	DP	s 6.01
				7.08			
VD33	23	s11.01	33.10	.....BATTLEVIEW.....	BV	DP	s 5.35
				6.38			
VD40	37	s11.20	39.48	.....McGREGOR.....	GO	DP	s 5.20
				6.31			
VD46	25	s11.40	45.79	.....HAMLET.....	HA	P	s 5.05
				5.99			
VD52	39	s12.15Am	51.78	.....WILDROSE.....	WR	DP	s 4.[illegible]
				6.88			
VD59	25	s12.35	58.66	.....CORINTH.....	CN	DP	s 4.26
				7.09			
VD66	35	s12.55	65.75	.....ALAMO.....	AG	DP	s 4.01
				5.50			
VD71	27	s 1.15	71.25	.....APPAM.....	AK	DP	s 3.45
				4.78			
VD76	35	s 1.30	76.03	.....ZAHL.....	ZA	DP	s 3.30
				5.64			
VD82	35	s 1.50	81.67	.....HANKS	HK	DP	s 3.15
				6.32			
VD88	105	A 2.10Am	87.99	.....GRENORA.....	GR	RDPYXB	L 3.00Am
		4.50		Time Over Subdivision			4.10
		18.2		Average Speed Per Hour			21.1

NINTH SUBDIVISION

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	WESTWARD SECOND CLASS 611 — Tue. and Thur.	WESTWARD SECOND CLASS 613 — Daily Ex. Sun.	Distance from Snowden	Time Table No. 92 Effective May 10, 1959 — STATIONS	Telegraph Calls	SIGNS	EASTWARD SECOND CLASS 610 — Tue. and Thur.	EASTWARD SECOND CLASS 614 — Daily Ex. Sun.
676	130	91	.....	L 5.50Am	.....	.....SNOWDEN..★.....	SN	DJPY	.....	A 12.05Pm
					2.55					
.....	.....	14	.....	6.00	2.55	.....NOHLE.....	.....	P	.....	11.40
					6.58					
VF 9	.....	41	.....	6.20	9.13	.....DORE.....	D	DP	.....	11.20
					5.16					
VF 14	.....	72	.....	6.50	14.29	.....FAIRVIEW.....	FA	DJPRXY	.....	11.00
					4.11					
VF 18	.....	12	.....	7.00	18.40	.....RIDGELAWN.....	.....	P	.....	9.45
					6.38					
VF 25	.....	166	L 8.10Am	A 7.30Am	24.78	.....SIDNEY.....	SY	DJPRXY	A 12.25Pm	L 9.30Am

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

						4.29					
VF 29	.....	....	.....	.....	L 8.20Am	.....	29.07	.....NEWLON JCT.....	.....	JRP	A 12.15Pm
						1.20					
VF 30	.....	5	.....	.....	8.23	.....	30.27	.....JENKS.....	.....	.....	12.13Pm
						5.45					
VF 36	.....	5	.....	.....	8.36	.....	35.72	.....EPWORTH.....	.....	.....	11.58
						7.43					
VF 43	.....	27	.....	.....	8.55	.....	43.15	.....GETTYSBURG.....	.....	.....	11.39
						7.60					
VF 51	37	35	.....	.....	9.14	.....	50.75	.....LAMBERT.....	RT	D	11.20
						7.46					
VF 58	.....	42	.....	.....	9.33	.....	58.21	.....ENID.....	.....	.....	11.01
						4.43					
VF 63	.....	.....	.....	.....	9.44	.....	62.64	.....LANE.....	.....	.....	10.50
					610	11.51					611
VF 74	.....	92	.....	.....	A 10.15Am	.....	74.15	.....RICHEY.....	RC	DRXY	L 10.20Am
					2.05	1.40		Time Over Subdivision			2.05	2.35
					23.7	14.9		Average Speed Per Hour			23.7	9.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

WESTWARD — TENTH SUBDIVISION — EASTWARD 7

Station Numbers	Capacity of Tracks				SECOND CLASS 615 Mon., Wed. and Fri.	Distance from Watford City	Time Table No. 92 Effective May 10, 1959 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 616 Mon., Wed. and Fri.			
VG 37	128				L 616 11.30Am		WATFORD CITY	WF	DRXY	A 616 11.00Am			
							7.40						
VG 29	40				11.50	7.40	ARNEGARD	NE	D	10.47			
							5.26						
VG 24	30				12.05Pm	12.66	RAWSON	RA	D	10.33			
							4.88						
VG 19	39				12.20	17.54	ALEXANDER	A	D	10.09			
							5.91						
VG 13	33				12.38	23.45	CHARBONNEAU	AU	D	9.50			
							7.86						
VG 6	30				12.59	31.31	CARTWRIGHT	CG	D	9.25			
							5.71						
VF 14	72				A 1.20Pm	37.02	FAIRVIEW	FA	DJPRXY	L 9.10Am			
					1.50 20.2		Time Over Subdivision Average Speed Per Hour			1.50 20.2			

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks				SECOND CLASS 371 Daily Ex. Sunday	Distance from Bainville	Time Table No. 92 Effective May 10, 1959 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 372 Daily Ex. Sunday			
685						L 8.25Am		BAINVILLE ★	B	BDNJPRY	A 3.06Pm			
							10.64							
VC 11	41	22				s 8.52	10.64	McCABE	MC	DP	s 2.39			
							8.66							
VC 19		34				s 9.14	19.30	FROID	FD	DP	s 2.17			
							6.36							
VC 26		40				s 9.30	25.66	HOMESTEAD	HO	DP	s 2.01			
							5.96							
VC 32		34				s 9.45	31.62	MEDICINE LAKE	MK	DP	s 1.45			
							7.50							
VC 39		25				s 10.04	39.12	RESERVE	RS	DP	s 1.26			
							6.28							
VC 45		25				s 10.20	45.40	ANTELOPE	AN	DP	s 1.10			
							8.00							
VC 53	40	125				s 10.50	53.40	PLENTYWOOD	NY	DPXY	s 12.50Pm			
							6.42							
61						f 11.08	59.82	MIDBY			f 11.49			
							6.74				371			
VC 66		25				s 372 11.28	66.56	ARCHER		P	s 11.28			
							6.86							
VC 71		35				s 11.52	73.42	REDSTONE	RD	DP	s 11.07			
							6.51							
VC 78		18				s 12.09Pm	79.93	NAVAJO		P	s 10.47			
							5.45							
VC 85		35				s 12.27	85.38	FLAXVILLE	FX	DP	s 10.30			
							5.16							
VC 91		25				s 12.43	90.54	MADOC		P	s 10.13			
							7.43							
VC 98	37	126				s 1.20	97.97	SCOBEY	SC	DPXY	s 9.50			
							8.53							
VC106		24				s 1.50	106.50	FOUR BUTTES	FO	DP	s 9.20			
							5.97							
VC112						s 2.15	112.47	GLUTEN			s 9.02			
							5.54							
VC118		35				s 2.35	118.01	PEERLESS	PR	DP	s 8.45			
							11.50							
VC129		30				s 3.15	129.51	RICHLAND	CA	DP	s 8.10			
							9.87							
VC139		34				s 3.45	139.38	GLENTANA	G	DP	s 7.30			
							7.22							
VC147		122				A 4.15Pm	146.60	OPHEIM	OM	BDPRXY	L 7.00Am			
						7.50 18.7		Time Over Subdivision Average Speed Per Hour			8.06 18.1			

Westward trains are superior to eastward trains of the same class on the Tenth and Eleventh Subdivisions except No. 616 is superior to No. 615 and No. 372 is superior to No. 371.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

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-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 Third Subdivision.

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 and west siding switch.

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 of control siding.

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

Stanley ..... East and west switches of control siding.

Ross ..... West switch of control 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 switches of control siding.

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

Breckenridge ..... West siding switch.

Nolan ..... Junction switch First to Third 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.
Single unit switcher and road switcher type diesel engines moving dead in freight trains are to be handled not less than five (5) cars, or more than fifteen (15) cars from road engine. Additional units are to be separated by not less than five (5) cars.
Multiple unit groups, not exceeding four (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than five (5) cars from road engine. Additional groups or single units are to be separated by not less than five (5) 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.

SECOND SUBDIVISION

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

THIRD 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 employes 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 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 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-runni clearance point at meeting and waiting points, end of doub 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)

MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fargo Jct. and Minot	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH

Nolan, for movements from Third to First Subdivision, and from Third Subdivision to Dakota Division.

New Rockford, eastward.

Hannaford, Nos. 31 and 27 passing depot..... 40 MPH
Minot, all trains over footwalk just east of depot ..... 10 MPH

3. TRAIN REGISTER EXCEPTIONS.

Nos. 31, 32, 27 and 28 will register by ticket at New Rockford.
Surrey, all trains register by ticket.

Minot, first class trains, passenger extras, Trains 199, 200, and Dakota Division 18th Subdivision trains will register 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, 843, 844, 867, 868, 869, 870.

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

(a) Westward First Class Trains and passenger extras must obtain Minot Division Clearance at Fargo which will clear such trains at Fargo Jct. when train order signal indicates proceed.

(b) 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.

(c) All trains must obtain Clearance Form A at New Rockford.

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

5. SPEED TEST BOARDS.

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

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

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

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

6. SPRING SWITCHES WITH FACING POINT LOCK.

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

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.
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.

7. 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.

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.

Junction with Third Subdivision and Dakota Division.....Nolan
N. P. Ry. crossing .....Hannaford

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:

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.

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

West siding switch .....Nolan
West lead switch .....New Rockford
Junction with Dakota Division .....Surrey

Whistle signal for routes, Surrey:

First 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.

10. AUTOMATIC INTERLOCKINGS.

Junction with Fourth Subdivision .....Vance
N. P. Ry. crossing .....New Rockford
MStP&SSM. RR. crossing .....Norfolk

At Vance, in making eastward train or engine movements from First Subdivision to Fourth Subdivision over the east leg of the wye, 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 Fourth 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 Fourth Subdivision eastward train or engine movements will be governed by indication, Rule 501D, Fig. 8. If signal does not indicate proceed after lining west wye switch for movement to Fourth 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.

11. RESTRICTED CLEARANCES.

Minot stock yards, account elevated tracks north of bulkheads, employes must not get off on the south side from cars or engines while in motion.

12. Minot.

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.

13. 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.

14. Pinkham, County Road 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. These crossings 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.

15. 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.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Minot and Bainville	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. 31 and No. 32 passing depot	40 MPH
Ray, No. 4 passing depot	40 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than GP-7 not permitted on industry tracks at Ray and Tagus.

4. TRAIN REGISTER EXCEPTIONS.

MINOT

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

All trains register by ticket at Bainville.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B)

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

(b) All trains must obtain Clearance Form A at Williston.

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

6. 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.

7. 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.

Westward—Between MP 125 and 127 approximately 3 miles west of Williston.

8. CROSSOVERS ON DOUBLE TRACK.

Trailing Point

Epping.
Spring Brook.

9. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**
Eastward trains, at signal 6.8 approximately seven miles east of Des Lacs.

Westward trains at signal 2.5, approximately one mile east of Bridge 122.8 (Gassman Bridge).

10. **MANUAL INTERLOCKINGS.**
MStPSSM. RR. crossing .....Minot

11. **SEMI-AUTOMATIC INTERLOCKINGS.**
W. L. Switch—Gassman Switch, end of double track and single track over bridge .....Gassman 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.

12. 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.

Consolidated Code Rules 251, 253 and 254 are in effect on the double track between Minot and CTC Territory Des Lacs and between CTC Territory Wheelock and CTC Territory Williston. Oral and message instructions issued by the train dispatcher over the signature of the Superintendent must be complied with. When necessary to move trains against the current of traffic, or to provide for single track operation, or to authorize work train movements, train orders must be provided. Extra trains must be authorized by train order or by double track clearance as provided by Rule D-97.
The use of these rules does not modify Rule 99.

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

Centralized Traffic Control (CTC) extends from the westward governing signals at end of double track Des Lacs to the eastward governing signals at end of double track Wheelock and from the westward governing signals at the double crossovers located 3400 ft. east of M. P. 121 at Williston, N. D. to the eastward governing signals at the west siding switch Bainville, Mont.

Minot is the control station for CTC under the supervision of train dispatcher.

Controlled sidings are located at:

Berthold .....south of main track.
Tagus.
Palermo.
Stanley .....north of main track.
Ross.
White Earth.
Tioga.
Temple.
Wheelock.
Trenton.
Snowden.
Bainville .....south of main track.
Bainville .....east switch of siding north of main track, is controlled.

Dwarf home signals when displaying a single green indication are not covered by interlocking rules of the Consolidated Code. Indication will be "Proceed on Main Route."

All main track switches within CTC—except as follows—are hand operated and equipped with electric locks governed by Rule 283:

All controlled sidings.

Stanley .....Crossover switches just west of west switch of control siding.
Ross .....Crossover switches 1100 ft. west of M. P. 60.
Williston .....Double crossover located 3400 ft. east of M. P. 121.
Trenton .....Double crossover switches.
Snowden .....Double crossover switches.
Bainville .....East switch of siding north of main track.

End of double track at:
Des Lacs.
Wheelock.

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

Stanley .....Eastward governing home signal at west switch of control siding.
Ross .....Westward governing home signal on siding and eastward governing home signal on main track at crossover 1100 ft. west of M. P. 60.
Ross .....Westward governing home signal on siding at west switch.
Wheelock .....Eastward governing home signal on westward main track end of double track and westward governing home signal on siding at west switch.

THIRD SUBDIVISION

(Casselton Line)

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

Between	Passenger	Freight
Breckenridge 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.
First class trains and passenger extras will register by ticket at Breckenridge passenger station, other trains will register at Breckenridge yard office.
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 TEST BOARDS.**
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.**
N. P. Ry. crossing .....Casselton Tower
Junction with First Subdivision .....Nolan
Whistle signals for routes,
Casselton Tower:
Main track .....1 long.
siding .....1 long, 1 short.

7. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Junction with Fourth Subdivision .....Casselton Jct.
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.**
N. P. Ry. crossing .....Davenport

10. **SEMI-AUTOMATIC INTERLOCKINGS.**
CMStP&P. RR. crossing .....Wahpeton
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.

11. **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.

12. All except first class trains and passenger extras will obtain clearances and train orders at Breckenridge yard office.

FOURTH SUBDIVISION

(Amenia Line)

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

Between	Passenger	Freig
Casselton Jct. and Vance	40 MPH	30 M

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.**
Junction with First Subdivision .....Va

FIFTH 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.**
MStP&SSM. RR. crossing .....1.15 miles east of Bowbells

SIXTH SUBDIVISION

(Chaffee Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. ENGINE RESTRICTIONS.

GP-7 ..... Heaviest permitted.

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

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

SEVENTH 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. ENGINE RESTRICTIONS.
Engines heavier than GP-7 not permitted on industry tracks at Stampede and Crosby.

4. 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.

EIGHTH SUBDIVISION

(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. ENGINE RESTRICTIONS.
Engines heavier than GP-7 not permitted on industry tracks at Wildrose, Hamlet and McGregor.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Grenora, the clearance under which No. 177 arrives will clear No. 178 when operator is not on duty.

NINTH 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.

Drawbridge 12.1 ..... 2 miles west of Snowden

TENTH SUBDIVISION

(Watford City Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH

2. ENGINE RESTRICTIONS.

GP-7 ..... Heaviest permitted.

ELEVENTH SUBDIVISION

(Opheim Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Bainville and Redstone	25 MPH
Redstone and Opheim	20 MPH

2. ENGINE RESTRICTIONS.
Engines heavier than GP-7 not permitted on industry tracks at McCabe, Froid, Homestead, Medicine Lake, Antelope and Plentywood.

WATCH INSPECTORS

George Nordahl ..... Breckenridge, Minn.
Hawkinson Jewelry ..... New Rockford, N. D.
S. D. Kivley ..... Minot, N. D.
R. M. Gross ..... Williston, N. D.
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
Faisen Pit	8.02 miles east Verendrye	122	East
Tatman	15.82 miles north of J. D. Switch Capacity of cars Tatman Air Base	113	East & West
Second Subdivision			
Blaisdell Pit	1.85 miles east Blaisdell	215	West
Lovejoy Mine Spur	0.13 miles west Avoca	43	East
Marley Beet Track	4.65 miles east of Ft. Buford	38	East
Sixth Subdivision			
J. C. Jenson Spur Track	1.58 miles east of Chaffee	10	West
Seventh Subdivision			
Kincaid Storage Track	0.86 miles east Kincaid	80	East & West
Noonan Storage Track	1.67 miles east Noonan	68	East & West
Ninth 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	38	East & West
Tenth Subdivision			
Hardy Beet Track	1.46 miles east of Fairview	61	East & West
Eleventh Subdivision			
Plentywood Pit Track	3.94 miles west of Plentywood	32	East & West