

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 101

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

Sunday April 29, 1962

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.

COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chf. Med. Officer
St. Paul, Minn.
*Dr. Louis T. O'BrienBreckenridge, Minn.
Dr. C. W. JacobsonBreckenridge, Minn.
*Dr. Clarence V. BatemanBreckenridge, Minn.
Dr. Paul J. BeithonWahpeton, N. D.
*Dr. V. G. Borland Fargo, N. D.
Dr. G. Howard Hall Fargo, N. D.
*Dr. C. G. OwensNew Rockford, N. D.
*Dr. L. H. Kermott Minot, N. D.
*Dr. M. G. Flath Stanley, N. D.
*Dr. Robert Goodman Powers Lake, N. D.
*Dr. C. O. McPhail Crosby, N. D.
Dr. Milton O. BergTioga, N. D.
*Dr. J. P. CravenWilliston, N. D.
*Dr. J. D. CravenWilliston, N. D.
Dr. Edward J. HaganWilliston, N. D.
Dr. O. A. SwensonFairview, Montana
Dr. R. D. HarperSidney, Montana
*Dr. Harold MessingerPlentywood, Mont.
Dr. P. O. C. JohnsonWatford City, North Dakota
*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Burton G. OlsonMinot, N. D.
Dr. John E. RuudGrand Forks, N. D.

R. R. Conway, Chief Dispatcher.
P. H. Johns, Supervisor Gavin Yard.
E. L. Conaway, Trainmaster.
W. S. Byrne, Trainmaster.
T. C. Whitacre, Asst. Trainmaster.
P. R. Ruppel, Asst. Trainmaster.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS			Distance from Fargo Jct.	Time Table No. 101 Effective April 29, 1962 STATIONS	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS			SECOND CLASS			
	Sidings	Other Tracks	199	341	311	27	3	31						4	28	32	312	200	342	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
242			L 6.55Am	L 3.55Pm	L 2.13Pm		L 3.04Am		11.40	FARGO JCT. ★ 11.40	F	232.08	BJKO RWXY		A 10.12Am	A 12.58Am	A 5.45Pm		A 6.35Pm	
FS 12	69	23	f 7.17	f 4.18	2.24		3.15													PROSPER 10.44	RO	220.68	DP		10.00	12.47	f 5.10		f 6.17
FS 23	65		A 7.30Am	4.33 312	2.34		3.24		21.84	VANCE 6.05		210.24	RYPJ		9.49	12.37	4.53 311		L 6.00Pm	
FS 29	69	32		f 4.43	2.40		3.30													MASON 3.03
S 15				4.48	2.43		3.33		30.92	ERIE JCT.		201.16	PJ		9.40	12.27	4.30			
FS 41	118	10	L 7.30Am	A 5.03Pm	2.51		3.40													8.81 12.05	W	192.35	PIDNJ		9.32	12.17	L 4.10Pm	A 1.35Pm
FS 53	142	27	f 7.48		3.03		3.51		51.78	PILLSBURY	BX	180.30	DP		9.21	12.06Am		s 1.05		
FS 60	183	34	f 8.01		3.10		3.57													LUVERNE 6.36
FS 67		46	f 8.11		3.16		4.03		65.53	KARNAK	NA	166.65	DP		9.09	11.53		s 12.30		
FS 73	133	26	f 8.20		f 3.22		4.08													HANNAFORD ★ 6.39
FS 86	189	33	f 8.48		3.35		4.20		85.32	SUTTON	S U	146.76	DP		8.48 199	11.36		s 11.55		
FS 93		52	f 9.03		3.42		4.26													GLENFIELD 6.97
FS 100	143	33	f 9.15		3.48		4.32		98.85	JUANITA ★	JA	133.23	DP		8.35	11.24		s 11.20		
FS 106		45	f 9.27		3.54		4.37													GRACE CITY 6.56
FS 113	146	33	f 9.38		4.00		4.42		111.68	BRANTFORD	B F	120.40	DP		8.23	11.12		s 10.50		
FS 118	136	32	f 9.47		4.05		4.47													DUNDAS 5.75
FS 124	210	527	A 9.59 200 L 10.35		A 4.12 L 4.22		A 4.53 L 5.01		123.27	NEW ROCKFORD ★	KO	108.81	IRDN PBK WXOY		L 8.12 A 8.05	L 11.01 A 10.55		A 1.30 199 L 10.30	A 9.01	
FS 137	180	35	f 10.55		4.35		5.13													BREWEN 12.49
FS 143		43	f 11.04		4.41		5.18		141.87	HAMBERG	MA	90.21	DP		7.49	10.38		s 8.10		
FS 149	141	31	f 11.12		4.47		5.24													HEIMDAL 6.11
FS 155	141	33	f 11.20		4.53		5.29		154.38	WELLSBURG	WX	77.70	DP		7.39 200	10.27		s 7.39		
FS 162	141	33	f 11.28		4.59		5.34													SELZ ★ 6.32
FS 177	191	34	f 11.50		5.14		5.48		176.01	AYLMER ★	MR	56.07	DP		7.19	10.07		s 6.52		
FS 187	179	34	f 12.05Pm																	GUTHRIE 15.31
FS 200	178	33	f 12.20		5.35		6.07		198.58	KARLSRUHE ★	RA	33.50	DPN		6.57	9.48		s 6.07		
FS 212	185	33	f 12.37																	SIMCOE 12.28
519	50		A 12.59Pm		6.00		L 5.40Pm 28 6.30		224.85	SURREY	S R	7.23	PIJ		A 9.39Am	6.30	9.25	s 5.15		
521																				J.D. SWITCH 3.40
523		221			6.05		5.45	6.35	229.59	C.K. SWITCH 1.34		2.49	PXi IRDN PWKO XBY		9.34	6.24	9.19	5.05		
526	Yard	4325			A 6.10Pm		A 5.50Pm	A 6.40Am												MINOT ★ 2.49
			5.20 33.8	35 37.4	1.08 35.4	3.57 58.8	.10 43.4	3.36 64.5		Time Over Subdivision Average Speed Per Hr.					.09 48.2	3.52 60.0	3.43 62.5	1.35 25.1	8.35 22.4	.36 37.4

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THRU 10.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS 219 Daily Ex. Sun.	FIRST CLASS			Distance from Minot	Time Table No. 101 Effective April 29, 1962 STATIONS			Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS 220 Daily Ex. Sun.
	Sidings	Other Tracks		27	31	28		32	28	32			220			
														Daily	Daily	
526	Yard	4326	L 7.30Am	L 6.25Pm	L 6.51Am	4.31	MINOT.....★	AD	IRDNPW YKQXB	A 6.05Am	A 9.02Pm	A 6.00Pm				
						4.94	W. L. SWITCH.....		IP	5.54	8.49					
538	58	16	s 7.55			13.47	GASSMAN SWITCH.....		IP							
549	128	183	s 8.11		6.52 7.22	22.34	DES LACS.....	DE	DP			s 5.28				
							BERTHOLD.....★	BD	DPR	5.33	8.28	s 5.05				
			A 8.15Am			22.58	CROSBY LINE JCT.....		JPX			L 5.00Pm				
558	141	15				32.05	TAGUS.....		P							
565	191	11				38.87	BLAISDELL.....	BX	DP							
572	130	22				45.85	PALERMO.....	PA	DP							
580	258 194	204			s 7.34 7.53	53.67	STANLEY.....★	SA	DNBPW	s 5.04	7.50					
	156	24				61.00	ROSS.....	VR	DP							
599	130	25				73.04	WHITE EARTH.....	WH	DP							
609	108	456			s 8.03 8.21	80.90	YIOGA.....★	OG	DNP	s 4.34	7.20					
614	131	17				86.43	TEMPLE.....	MP	DP							
617	109	43			8.16 8.32	92.68	RAY.....	RX	DP	4.20	7.08					
625	169	28				97.99	WHELOCK.....★	W	DP							
631		101				103.16	EPPING.....	PG	DP							
633	96	17				108.97	SPRING BROOK.....		P							
641					8.40 8.53	114.55	AVOCA.....		P							
647	Yard	1697			A 8.50 A 9.01	120.24	WILLISTON.....★	WN	RDNPW YKQXB	L 3.50	L 6.30					
659	290	29			L 8.05 L 8.10	132.23	WILLISTON.....★	WN		A 2.40	A 5.20					
676	289	91				146.16	TRENTON.....	ON	DP							
685	161	245			A 8.50Pm A 8.50Am	158.34	SNOWDEN.....★		JPY							
							BAINVILLE.....★	B	DJPY	L 2.00Am	L 4.30Pm					
			.45 80.1		3.25 46.3 2.59 58.0		Time Over Subdivision Average Speed Per Hour			3.05 51.4	3.32 44.8	1.00 22.6				

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 101 Effective April 29, 1962 STATIONS			Telegraph Calls	SIGNS
	Sidings	Other Tracks		SNOWDEN.....★	DORE.....	FAIRVIEW.....		
676	289	91					JPY	
VF 9		41	9.13			D	DP	
VF14		72	14.29			FA	DJPXY	
VF25		166	24.78			SY	DJPXY	

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

VF29			29.07	4.29	NEWLON JCT.....		JP
VF51		35	50.75	21.68	LAMBERT.....		D
VF74		92	74.15	23.40	RICHEY.....		DY

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 101 Effective April 29, 1962 STATIONS			Telegraph Calls	SIGNS
			WATFORD CITY.....	ARNEGARD.....	RAWSON.....		
VG 37	128					DY	
VG 29	40	7.40				D	
VG 24	30	12.66				D	
VG 19	39	17.54				D	
VG 13	33	23.45				D	
VG 6	30	31.31				D	
VF 14	72	37.02				DJPXY	

Westward trains are superior to eastward trains of the same class on the Second, Third and Fourth subdivisions.
CONDITIONAL STOPS
No. 27 will stop at Ray on flag to discharge revenue passengers from Minot and east.
No. 28 will stop at Ray on flag to pick up revenue passengers for points Minot and east.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THRU 10.

4 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Time Table No. 101				Distance from Breckenridge	Telegraph Calls	SIGNS	Time Table No. 101				
	Sidings	Other Tracks	SECOND CLASS		FIRST CLASS					Effective April 29, 1962		FIRST CLASS		SECOND CLASS
			199	27	9	31				STATIONS		32	28	14	200
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily			Daily	Daily	Daily Ex. Sun.	Daily		
A214	Yard	1097	L 5.15Am	L 1.02Pm	L 2.50Am	L 2.02Am	.....	CTO	RDNXW	KOYB	A 2.02Am	A 11.15Am	A 5.50Pm	A 5.01Pm
R 1	.....	136	f 5.20	s 1.05	f 2.52	.....	0.99	.....	WH	PXDN	.....	f 11.12	s 5.46	s 4.52
.....	.....	.....	.....	.....	.....	.....	1.19	.....	.....	M	.....	.....	.....	.....
R 8	138	32	f 5.35	A 1.08Pm	A 2.55Am	A 2.06Am	1.84	.....	.....	PJX	L 1.58Am	L 11.09Am	L 5.44Pm	4.47
.....	.....	.....	.....	.....	.....	.....	7.84	.....	DT	DP	.....	.....	.....	s 4.35
R14	70	20	f 5.43	.....	.....	.....	14.45	.....	GS	DP	.....	.....	.....	s 4.20
R21	142	29	f 5.52	.....	.....	.....	21.04	.....	CX	DP	.....	.....	.....	s 4.01
R28	70	29	f 6.01	.....	.....	.....	27.23	.....	Q	DP	.....	.....	.....	s 3.45
R36	139	71	f 6.10	.....	.....	.....	35.17	.....	KR	DPW	.....	.....	.....	s 3.30
RA1	.....	25	f 6.18	.....	.....	.....	40.15	ABS	DV	IDP	.....	.....	.....	s 3.10
.....	.....	.....	.....	.....	.....	.....	44.44	.....	.....	PJ	.....	.....	.....	s 2.50
R48	139	37	f 6.30	.....	.....	.....	47.91	.....	DU	DP	.....	.....	.....	s 2.35
.....	.....	.....	.....	.....	.....	.....	55.58	.....	CT	IDNPX	.....	.....	.....	s 2.35
R56	141	184	f 6.42	.....	.....	.....	55.80	.....	A	DXP	.....	.....	.....	s 2.30
.....	.....	.....	6.45	.....	.....	.....	56.13	.....	XYJPI	.....	.....	.....	.....	2.30
T 1	158	19	f 7.01	.....	.....	.....	66.52	.....	AX	DP	.....	.....	.....	s 2.10
T 7	.....	45	f 7.15	.....	.....	.....	72.55	.....	AY	DP	.....	.....	.....	s 1.55
FS41	118	.....	A 7.30Am	.....	.....	.....	80.05	.....	W	RIDPNJ	.....	.....	.....	L 1.35Pm
.....	.....	.....	2.15	.06	.05	.04	.....	.....	.....	.....	.04	.06	.06	8.26
.....	.....	.....	35.6	18.4	22.1	27.6	.....	.....	.....	.....	27.6	18.4	18.4	23.4

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Time Table No. 101				Distance from Casselton Jct.	Telegraph Calls	SIGNS	Time Table No. 101				
	Sidings	Other Tracks	SECOND CLASS		SECOND CLASS					Effective April 29, 1962		SECOND CLASS		
			(342) 369	(341) 367	(341) 368	(342) 370				STATIONS		Daily Ex. Sun.	Daily Ex. Sun.	
			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			Daily Ex. Sun.	Daily Ex. Sun.				
R 63	.....	46	.....	L 370 5.50Pm	L 368 7.55Am	6.62	ABS	.....	PXYJ	.....	A 367 7.50Am	A 369 5.45Pm	.....
FS 23	69	.....	.....	A 5.55Pm	A 8.00Am	8.77	.....	.....	MY	DP IRPYJ	L 7.45Am	L 5.40Pm	.....
.....	.....	.....	.....	.05	.05	.....	.....	.....	.....	.....	.05	.05	.....
.....	.....	.....	25.8	25.8	25.8	.....	.....	.....	.....	.....	25.8	25.8	.....

WESTWARD SEVENTH SUBDIVISION EASTWARD

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Northgate Line Jct.	Time Table No. 101		Telegraph Calls	SIGNS	Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 101		Telegraph Calls	SIGNS
			Effective April 29, 1962							Effective April 29, 1962			
			STATIONS							STATIONS			
VE 8	20	8.01	NORTHGATE LINE JCT.	8.01	YJ	.....	.....	.....	CHAFFEE LINE JCT.	11.59	PJ	.....
VE21	104	21.01	BOWBELLS	13.00	BE	.....	.....	.....	CHAFFEE	.....	D	.....
.....	.....	21.46	NORTHGATE	0.45	NO	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	BOUNDARY LINE	.....	J	.....	.....	.....	.....	.....	.....	.....

Westward trains are superior to eastward trains of the same class on the Fifth, Sixth, Seventh and Eighth subdivisions except Nos. 368 and 370 are superior to Nos. 367 and 369. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THRU 10.

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Crosby Line Jct.	Time Table No. 101		Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			Effective April 29, 1962	STATIONS				Daily Ex. Sun.
			219						220
			Daily Ex. Sun.						Daily Ex. Sun.
VB 7	21		L 8.15Am	6.72	CROSBY LINE JCT.	PJX	A	5.00pm	
VB21	35		s 8.30	13.56	HARTLAND	HN	D	s 4.40	
VB28	35		s 9.00	20.28	COULEE	C	D	s 4.05	
VB34	32	30	s 9.15	27.30	KENASTON	K	D	s 3.48	
			s 9.30	33.93	NIOBE	NB	RD	s 3.32	
				34.21	NORTHGATE LINE JCT.		JY		
VB41	32	29	s 9.45	40.64	COTEAU	CA	D	s 3.17	
VB55	43	38	s 10.15	54.85	LIGNITE	NG	D	s 2.45	
				56.88	LIGNITE JCT.		JR		
VB66	16		s 10.45	64.92	KINCAID	KC	DYX	s 2.20	
				68.38	LARSON	RN	D	s 1.55	
VB76	32		s 11.20	75.29	NOONAN	NX	DYX	s 1.40	
VB89	126	A	L 12.05pm	88.46	CROSBY	CY	RDYX	L 1.00pm	
			3.50		Time Over Subdivision			4.00	
			23.1		Average Speed Per Hour			22.1	

WESTWARD TENTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks		SECOND CLASS	Distance from Grenora Line Jct.	Time Table No. 101		Telegraph Calls	SIGNS	SECOND CLASS
					Effective April 29, 1962	STATIONS				Daily Ex. Sun.
			177						178
			Mon., Wed., Fri.						Tue., Thu., Sat.
VD13	34		L 6.05Am	11.66	GRENORA LINE JCT.	PJY	A	11.05Am	
VD26	44		s 6.30	24.52	LOSTWOOD	DP	s	10.45	
VD33	23		s 7.15	31.60	POWER'S LAKE	DP	s	10.10	
			s 7.35		BATTLEVIEW	DP	s	9.45	
VD40	37		s 7.55	37.98	McGREGOR	DP	s	9.30	
VD52	39		s 8.45	50.28	WILDROSE	DP	s	9.01	
VD59	25		s 9.05	57.16	CORINTH	DP	s	8.30	
VD66	35		s 9.25	64.25	ALAMO	DP	s	8.10	
VD71	27		s 9.45	69.75	APPAM	DP	s	7.55	
VD76	35		s 10.01	74.58	ZAHL	DP	s	7.40	
VD82	35		s 10.20	80.17	HANKS	DP	s	7.25	
VD88	105	A	L 10.40Am	86.49	GRENORA	RDYX	L	7.10Am	
			4.35		Time Over Subdivision			3.55	
			18.87		Average Speed Per Hour			22.1	

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bainville	Time Table No. 101		Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		371		Effective April 29, 1962	STATIONS			Daily Ex. Sun.	372
				Daily Ex. Sun.							Daily Ex. Sun.
VC 11	41	22	L 8.25Am	10.84	BAINVILLE	B	DJPRY	A 3.06pm			
VC 19	34		s 8.52	19.30	McCABE	MC	DP	s 2.39			
VC 26	40		s 9.14	25.66	FROID	FD	DP	s 2.17			
VC 32	34		s 9.30	31.82	HOMESTEAD	HO	DP	s 2.01			
			s 9.45		MEDICINE LAKE	MK	DP	s 1.45			
VC 39	25		s 10.04	39.12	RESERVE	RS	DP	s 1.26			
VC 45	25		s 10.20	45.40	ANTELOPE	AN	DP	s 1.10			
VC 53	40	125	s 10.50	53.40	PLENTYWOOD	NY	DPX	s 12.50pm			
VC 71	35		s 11.30	73.42	REDSTONE	RD	DP	s 11.30			
VC 85	35		s 12.27pm	85.38	FLAXVILLE	FX	DP	s 10.30			
VC 98	37	126	s 1.20	97.97	SCOBEE	SC	DPXY	s 9.50			
VC106	24		s 1.50	106.50	FOUR BUTTES	FO	DP	s 9.20			
VC118	35		s 2.35	118.01	PEERLESS	PR	DP	s 8.45			
VC129	30		s 3.15	129.51	RICHLAND	CA	DP	s 8.10			
VC139	34		s 3.45	139.38	GLENTANA	G	DP	s 7.30			
VC147	122		A 4.15pm	146.60	OPHEIM	OM	BDPR	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 on the Ninth, Tenth and Eleventh Subdivisions except No. 372 is superior to No. 371

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THRU 10.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations:

Wahpeton	
Junction	Junction switch to Fifth 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.
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.
Breckenridge	West siding switch and crossover east end of yard between east and west bound main lines.
Nolan	Junction switch First to Fifth Subdivision.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock:

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through

60279, 61000 through 61009 and 61500 through 61524 in passenger trains at passenger train speeds.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following engines are equipped with alignment control couplers: 200 thru 218, 220 thru 230; 550 thru 599 (lock blocks), 600 thru 699; 700 thru 734; 900 thru 915 and 2000 thru 2035.

Single unit diesel engines, or multiple unit groups (when such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 10, 14 thru 16, 24 thru 27, 75 thru 162, 165 thru 170.
79 MPH	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

4. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

5. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that can not be done, they will be blocked not less than thirty minutes apart.

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 wedgelike 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.

6. 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, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

FIRST SUBDIVISION (Main Line)

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

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

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

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

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

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

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

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

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

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

If this signal indicates Stop and no immediate train movement or other cause is 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.

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

10. Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.

Approved type wrist watches are: Elgin, B. W. Raymond model, 18/0 size, 23 jewels.

11. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following:

When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection.

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between Fargo Jct. and Minot Passenger Freight
79 MPH 60 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: 20 MPH
New Rockford, eastward trains over N.P. crossing.
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. Minot, first class trains, passenger extras, Train 200 and Dakota Division 18th Subdivision trains will register at passenger station, other trains at yard office.

Fargo—Register is for First and Second class trains and passenger extras.

Fargo Jct.—Register is only for freight trains.
Vance, register only for Nos. 367, 368, 369-370-341-342.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B)

(a) Fargo—First and Second class trains and passenger extras must obtain Clearance Form A at passenger station. Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station, which will clear such trains at Fargo Jct. under Rule 83 (B) when train order signal indicates proceed.

Fargo Jct.—Eastward trains from Minot Division may proceed on authority of Clearance Form A under which such train arrives. Freight trains for which this point is the initial station will obtain their Clearance Form A at passenger station Fargo.

(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. 341 and 342 arrive will clear Nos. 868 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 341 and 342 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.

(e) Eastward freight trains originating at Gavin Yard will obtain their orders and clearances there.

(f) At Surrey, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive if train order signal indicates proceed.

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 and west siding switch.
- Guthrie, east and west siding switch.
- Simcoe, east and west siding switch.

7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, at signal 817.1 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 Fifth Subdivision and Dakota Division.....Nolan
N. P. Ry. crossingHannaford

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 and instructions for operating electric lock posted in lock box must be complied with.

Whistle signal for routes:

Nolan,	Casseltown 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.

Nolan.....West switch of siding.

New Rockford.....West lead switch.

Gavin Yard.....Remotely controls Surrey, also JD and CK crossover switches.

Minot.....Soo Tower just west of passenger station.

10. AUTOMATIC INTERLOCKINGS.

Junction with Sixth SubdivisionVance
N. P. Ry. crossingNew Rockford
MStP&SSM. RR. crossing.....5.88 miles west of Aylmer

At Vance, in making eastward train or engine movements from First Subdivision to Sixth 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 Sixth 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 Sixth Subdivision eastward train or engine movements will be governed by indication, Rule 240J-Fig. 1. If signal does not indicate proceed after lining west wye switch for movement to Sixth 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 is in effect on these tracks.

13. Glenfield westward trains and engines which occupy any part of the main track between depot 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	60 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Minot..... 20 MPH
Train No. 32 will reduce their speed to 60 MPH while passing Tioga station account RPO Clerk picking up mail.

3. ENGINE RESTRICTIONS.

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

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.

(d) Minot Division Clearance Form A received at Havre clear the train at Bainville. Williston, Butte Division trains may obtain their Butte Division Clearance at Williston which will clear the train at Bainville.

(e) At Bainville, trains arriving from the Eleventh Subdivision for which this point is initial station may proceed on authority of clearance under which such trains arrive.

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

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 8 miles east of Ray.

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

8. CROSSOVERS ON DOUBLE TRACK.

Trailing Point
Spring Brook.

9. **MANUAL INTERLOCKINGS.**
 MS&PSSM. RR. crossing Minot
10. **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.

11. Consolidated Code Rules 251, 251A, 253 and 254 are in effect on the double track between Minot and CTC Territory Des Lacs and between CTC Territory Epping and CTC Territory Williston. The use of these rules does not modify Rule 99.
12. 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 at west switch.
 - Wheelock Westward governing home signal on siding at west switch.
 - Epping Eastward governing home signal on westward main track end of double track.
 Eastward governing approach signal on westward main track 8500 ft. west of end of double track.

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH, TENTH, ELEVENTH SUBDIVISIONS

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

Between	Passenger	Freight
Snowden and Richey		40 MPH
Watford City and Fairview.....		25 MPH
Breckenridge and MP 52— 4 miles west of Durbin.....	60 MPH	50 MPH
MP 52 to Casselton Jct.....	40 MPH	40 MPH
Casselton Jct. to Nolan.....	59 MPH	49 MPH
Casselton Jct. to Vance.....	40 MPH	30 MPH
Northgate Line Jct. and Northgate.....	35 MPH	20 MPH
Chaffee Line Jct. and Chaffee		20 MPH
Crosby Line Jct. and MP 42		35 MPH
MP 42 and MP 76		30 MPH
MP 76 and Crosby		40 MPH
Grenora Line Jct. and Grenora.....		30 MPH
Bainville and Opheim		35 MPH

2. **SPEED RESTRICTIONS.**
- Bowbells, between home signals of interlocking 20 MPH
 - Noonan, coal mine tracks..... 5 MPH
 - Crosby, over public crossings..... 10 MPH
 - Sidney, over main street and Third Street N.E. crossings 15 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
 Wahpeton Jct., Casselton Jct., Vance, Chaffee Line Jct., Crosby Line Jct., Snowden and Northgate Line Jct., Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.
 Vance, clearance under which Nos. 341 and 342 arrive will clear Nos. 368 and 370 clearance under which Nos. 367 and 369 arrive will clear Nos. 341 and 342.
 Amenia, clearance under which Nos. 368 and 370 arrive will clear Nos. 367 and 369.

4. **TRAIN REGISTER EXCEPTIONS.**
 Breckenridge, first class trains and passenger extras register by ticket at passenger station, other trains register at yard office. Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.
 Nolan, register only for Nos. 199 and 200 who register by ticket.
 Vance, register is only for trains 367 and 368, 369 and 370.

5. **SPEED TEST BOARDS.**
 Engineers shall test speed of train passing the following location then compare with speed table;
 Westward trains between MP 10 and MP 11 about 2 miles west of Dwight.

6. **ENGINE RESTRICTIONS.**
 GP-7 engines are the heaviest permitted on Sixth and Tenth Subdivisions. Engines heavier than GP-7s are not permitted on industry tracks Stampede, Crosby, McCabe, Froid, Homestead, Medicine Lake, Antelope or Plentywood.

7. **SPRING SWITCHES WITH FACING POINT LOCK.**
 Casselton, east switch of siding.
 Vance, west wye switch, normal position is for First Subdivision.

8. Northgate, when using Canadian National tracks, Canadian National Railway Time Table and rules govern.

9. **MANUAL INTERLOCKINGS.**
 Casselton Tower— N. P. Crossing
 Nolan First Subdivision Jcts.
 Casselton Tower, whistle signals for routes,
 Main track— 1 long
 siding 1 long, 1 short

10. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
 Casselton Jct. Jct. switch controlled by operator at Casselton Tower.

11. **AUTOMATIC INTERLOCKINGS**
 Vance— First Subdivision Jct.
 Davenport— N.P. Railway crossing
 Soo Line Crossing— 1.15 miles east of Bowbells
 Drawbridge 12.1— 2 miles west of Snowden

12. **SEMI-AUTOMATIC INTERLOCKINGS.**
 Wahpeton— Milwaukee Railway crossing

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	78.2	1	18	46.2
	47	76.6	1	20	45.9
	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
Falsen Pit.....	9.45 miles east of Simcoe.....	122	East
Tatman.....	15.82 miles north of J. D. Switch.....	113	East & West
Clifton.....	8.28 miles east of Aylmer.....	3	East
Newman.....	4.14 miles west of Prosper.....	34	East & West
Walden.....	6.69 miles west of Nolan.....	28	East & West
Munster.....	6.80 miles west of New Rockford.....	31	East & West
Rangeley.....	5.96 miles west of Guthrie.....	41	East & West
Verendrye.....	5.86 miles west of Karlsruhe.....	33	East & West
Genoa.....	6.41 miles west of Simcoe.....	34	East & West
Second Subdivision			
Blaisdell Pit.....	1.35 miles east of Blaisdell.....	215	West
Marley Beet Track.....	10.02 miles east of Snowden.....	38	East
Lonetree.....	4.12 miles west of Des Lacs.....	38	East & West
Ft. Buford.....	8.56 miles west of Trenton.....	41	East
Lakeside.....	5.76 miles west of Snowden.....	10	West
Third Subdivision			
Stateline Beet Spur.....	8.43 miles east of Dore.....	21	East & West
Cowles Beet Track.....	2.31 miles west of Dore.....	19	East & West
Ludington Beet Track.....	8.32 miles east of Sidney.....	34	East & West
Wooley Beet Track.....	4.07 miles east of Sidney.....	33	East & West
Nohle.....	2.55 miles west of Snowden.....	14	East & West
Ridgelawn.....	4.11 miles west of Fairview.....	12	East & West
Enid.....	7.46 miles west of Lambert.....	42	East & West
Fourth Subdivision			
Hardy Beet Track.....	1.46 miles east of Fairview.....	61	East & West
Fifth Subdivision			
Addison.....	3.94 miles west of Davenport.....	32	East & West
Pitcairn.....	3.39 miles west of Calchutt.....	17	West
Seventh Subdivision			
Perella.....	6.79 miles west of Bowbells.....	24	East & West
Eighth Subdivision			
J. C. Jenson Spur Track.....	1.58 miles east of Chaffee.....	10	West
Lynchburg.....	4.43 miles east of Chaffee.....	26	East & West
Ninth Subdivision			
Kincaid Storage Track.....	0.36 miles east of Kincaid.....	80	East & West
Noonan Storage Track.....	1.07 miles east of Noonan.....	68	East & West
Northwest.....	1.25 miles west of Lignite Jct.....	32	East & West
Aurelia.....	6.29 miles west of Hartland.....	60	East & West
Woburn.....	6.68 miles west of Coteau.....	35	East & West
Stampede.....	2.05 miles east of Kincaid.....	32	East & West
Tenth Subdivision			
Lunds Valley.....	6.30 miles west of Lostwood.....	25	East & West
Hamlet.....	5.99 miles east of Wildrose.....	25	East & West
Eleventh Subdivision			
Plentywood P. T. Track.....	3.94 miles west of Plentywood.....	32	East & West
Archer.....	6.86 miles east of Redstone.....	25	East & West
Navajo.....	6.51 miles west of Redstone.....	18	East & West
Madoc.....	7.43 miles east of Scobey.....	25	East & West