

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'Brien	Breckenridge, Minn.
Dr. C. W. Jacobson	Breckenridge, Minn.
Dr. Paul J. Beithon	Wahpeton, N. D.
*Dr. V. G. Borland	Fargo, N. D.
Dr. G. Howard Hall	Fargo, N. D.
*Dr. C. G. Owens	New 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. E. O. Harvey	Tioga, N. D.
*Dr. J. P. Craven	Williston, N. D.
*Dr. J. D. Craven	Williston, N. D.
Dr. Edward J. Hagan	Williston, N. D.
Dr. Robert C. Koch	Williston, N. D.
*Dr. R. D. Harper	Sidney, Montana
Dr. A. H. Lamal	Watford City, N. D.
*Dr. Harold Messinger	Plentywood, Mont.
Dr. John C. Fawcett	Devils Lake, N. D.
*Dr. Glenn W. Toomey	Devils Lake, N. D.
Dr. R. Donald McBane	Devils Lake, N. D.
*Dr. W. R. Fox	Rugby, N. D.
*Dr. O. W. Johnson	Rugby, N. D.
Dr. J. L. Mari	Bottineau, N. D.
Dr. A. B. Lund	Leeds, N. D.
Dr. A. R. Neuenschwander	Rolla, N. D.
Dr. Peter V. Morrison.....	Towner, N. D.

*Designates also Examining Surgeon.

OPHTHALMOLOGIST (Eye Doctors)

Dr. Burton G. Olson	Minot, N. D.
Dr. John E. Ruud	Grand Forks, N. D.

R. R. Conway, Chief Dispatcher.
 T. R. Hamilton, Master Mechanic.
 T. G. Kotnour, Traveling Engineer.
 N. P. Moylan, Traveling Engineer.
 R. E. Jaeb, Traveling Engineer.
 R. L. Bushaw, Traveling Engineer.
 P. H. Johns, Supervisor Gavin Yard.
 J. H. Woolford, Trainmaster.
 D. D. Hoag, Trainmaster.
 D. H. Burn, Trainmaster.
 P. R. Ruppel, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 115

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

MOUNTAIN STANDARD TIME

Sunday, October 30, 1966

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

E. F. OVIATT, Superintendent.

R. N. WHITMAN, General Manager.

H. J. SURLS

General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Wapeton Jct.	Time Table No. 115 Effective October 30, 1966	STATIONS	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	3	27	31							28	4	32	14
			Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
03208				L 1.23 ^{Pm}	L 1.50 ^{Am}		WAPETON Jct. 277.92	PJ				A 2.14 ^{Am}	A 5.44 ^{Pm}		
10012	87	42		1.35	1.02	12.39	KENT 265.53	KN				2.02	5.33		
10021	87	50		1.44	1.10	21.40	WOLVERTON 256.52	WO				1.53	5.25		
10028		76		1.50	1.17	28.21	COMSTOCK 249.71	CM				1.46	5.19		
10041	142	172		A 2.05 ^{Pm}	A 1.31 ^{Am}	42.91	MOORHEAD Jct. 235.01	MJ				L 1.31 ^{Am}	L 5.05 ^{Pm}		

TRAINS BETWEEN MOORHEAD JCT. AND FARGO JCT. ARE GOVERNED BY DAKOTA DIVISION TIME TABLE.

Station Numbers	Car Capacity		FIRST CLASS			Distance from Wapeton Jct.	Time Table No. 115 Effective October 30, 1966	STATIONS	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS			
	Sidings	Other Tracks	3	27	31							28	4	32	14
			Daily	Daily	Daily							Daily	Daily	Daily	Daily
10049				L 2.28 ^{Pm}	L 1.54 ^{Am}	45.84	FARGO JCT. 232.08	F	BJKO RWXY			A 9.27 ^{Am}	A 1.02 ^{Am}		
56111	67	23		2.39	2.05	57.24	PROSPER 220.68	RO	DP			9.16	12.50		
00707	62			2.49	2.16	67.68	VANCE 210.24		XRYPJ			9.06	12.40		
00713	67	32		2.55	2.22	73.73	MASON 204.19		P			9.00	12.34		
00716				2.58	2.25	76.76	ERIE JCT. 201.16		PJ			8.57	12.31		
00724	112	9		3.06	2.34	85.52	NOLAN 192.40		PJ			8.49	12.22 ^{Am}		
00736	137	27				97.62	PILLSBURY 180.80		BX						
00744	176	33				105.01	LUVERNE 172.91		NE						
00750		46				111.87	KARNAK 166.55		NA						
00757	185	27		s 3.33	3.06	117.76	HANNAFORD 160.16		HO			s 8.19	11.50		
00770	186	34				131.16	SUTTON 146.76		SU						
00777		52				138.13	GLENFIELD 139.79		GD						
00784	186	34		4.00		144.69	JUANITA 133.23		JA			7.53			
00790		45				151.13	GRACE CITY 126.79		G						
00796	181	33				157.52	BRANTFORD 120.40		BF						
00802		6				163.26	DUNDAS 114.66								
00808	201	509		A 4.24	A 3.58	169.11	NEW ROCKFORD 108.81		KO	IRDN PBK Woy		L 7.31	L 10.59		
00820	177	35		L 4.32	L 4.08	181.60	BREMEN 96.82		BN			A 7.26	A 10.52		
00827		43				187.71	HAMBERG 90.21		MA						
00833	175	32		4.56	4.33	194.12	HEIMDAL 83.80		HD			7.03	10.27		
00839		53				200.22	WELLSBURG 77.70		WX						
00845	175	34				206.54	SELZ 71.88		Z						
00861	188	34		5.23		221.85	AYLMER 56.07					6.39	10.00		
00870	179	35				231.60	GUTHRIE 46.82								
00883	173	33				244.41	KARLSRUHE 33.51		RA						
00896	185	34				256.70	SIMCOE 21.22		SC						
05495	52	24		L 5.45 ^{Pm}	6.10	270.79	SURREY 7.13					A 9.09 ^{Am}	9.10		
00913		166				274.06	J.D. SWITCH 3.86		GY						
						275.43	C.K. SWITCH 2.49								
00917	Yard	5258		A 6.00 ^{Pm}	A 6.20 ^{Pm}	277.92	MINOT 2.49		AD	IRDN PWKO XBY		L 5.40 ^{Am}	L 9.00 ^{Am}		
				.15	4.57	5.10	Time Over Subdivision Average Speed Per Hr.					3.47	.09	5.14	.39
				28.52	56.15	53.79						61.35	47.53	53.11	66.0

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS			Distance from Minot	Time Table No. 115				Telegraph Calls	Distance from Bainville	SIGNS	FIRST CLASS			SECOND CLASS				
	Siding	Other Tracks		219	27	31		Effective October 30, 1966							28	32	220					
								STATIONS											Daily	Daily	Daily	Daily Ex. Sun.
00917	Yard	5258	L	7.20Am	L	6.35Pm	L	6.10Am	4.31	ABS	MINOT.....★	AD	158.08	IRDNPW	A	5.25Am	A	8.45Pm	A	2.20Pm		
								4.94				W. L. SWITCH.....	153.77	IP				5.17		8.37		
00930	57	16		7.40					13.47	Double Track	GASSMAN SWITCH.....	153.14	IP									
00939	129	234	A	7.50Am		7.02		6.42	22.34		DES LACS.....	144.61	DE		DP						2.01	
										BERTHOLD.....★	135.74	BD		JDPR		4.58		8.15		L	1.50Pm	
00949	142	16							32.03	CTC	9.69			P								
00956	183	17							38.86		TAGUS.....	126.05										
00963	132	258							45.83	BLAISDELL.....	119.22	BX		DP								
00970	194	126				s	7.44	7.14	53.65	PALERMO.....	112.25	PA		DP								
										STANLEY.....★	104.43	SA		DNPWY	s	4.22		7.36				
00978	156	18							60.97	CTC	7.32		VR		DP							
00990	132	25							73.01		ROSS.....	97.11										
00998	110	456				s	8.13	7.43	80.86	WHITE EARTH.....	85.07	WH		DP								
01003	133	17							86.40	TIOGA.....★	77.22	OG		DNP	s	3.55		7.09				
01009	103	43							92.65	TEMPLE.....	71.68			P								
										RAY.....	65.43	RX		DP		3.42		6.56				
01015	175	29							97.93	ABS	5.28		W		DP							
01020		99							102.97		WHEELLOCK.....★	60.15										
										EPPING.....	55.11	PG		DP								
										11.33												
01037	Yard	1701				A	8.50	8.17	114.30	AVOCA.....	43.78			P								
						A	8.59	8.25	119.99	WILLISTON.....★	38.09	WN		RDNPW	L	3.10	L	6.25				
01037						L	8.10	L	7.35	CTC	11.99		WN		A	2.00	A	5.15				
01049	292	29							131.98		WILLISTON.....★	26.10	ON		DP							
01063	234	91							145.89	TRENTON.....	12.19			JPY								
01075	165	200				A	8.55Pm	A	8.20Am	158.08	SNOWDEN.....★		B		DJPY	L	1.20Am	L	4.30Pm			
										BAINVILLE.....★												
				.30			3.20	3.10		Time Over Subdivision							3.05		3.15			.30
				44.68			47.43	49.92		Average Speed Per Hour							51.27		48.64			44.68

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 115				Telegraph Calls	SIGNS
	Siding	Other Tracks		Effective October 30, 1966					
				STATIONS					
01063	234	91							JPY
59209		40	9.13					D	DP
59215		77	14.29					FA	DJPXY
59225		171	24.78					SY	BDJPXY

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

59229			29.07			4.29			JP
59251	37	35	50.75			21.68			D
59274		92	74.15			23.40			DY

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 115				SIGNS
			Effective October 30, 1966				
			STATIONS				
59337	112						DY
59329	38	7.40					D
59319	38	17.54					D
59313	33	23.45					D
59306	30	31.31					D
59214	77	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 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 8 THRU 12.

4 WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Breckenridge	Time Table No. 115 Effective October 30, 1966	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	27	31						32	14
			Daily	Daily						Daily	Daily
03205	Yard	1200					BRECKENRIDGE.....★	BR	RDNW KOYB	A 2.18Am	A 5.50Pm
03207		142			0.99		0.99 WAHPETON.....	WH	PDNM	s 5.46	
03209					1.84		0.85 WAHPETON JCT.....		PJ	L 2.14Am	L 5.44Pm
03213	137	33			7.84		6.00 DWIGHT.....	DT	DP		
03220	70	22			14.45		6.61 GALCHUTT.....	GS	DP		
03227	142	29			21.04		6.59 COLFAX.....	CX	DP		
03233	68	29			27.23		6.19 WALCOTT.....	Q	DP		
03241	137	73			35.17		7.94 KINDRED.....★	KR	DPW		
03246		26			40.15		4.98 DAVENPORT.....	DV	IDP		
03251					44.44		4.29 CHAFFEE LINE JCT.....		PJ		
03253	136	39			47.91		3.47 DURBIN.....	DU	DP		
00698	136	202			55.80		7.89 CASSELTON.....★	A	NYDXPJI		
00709	158	20			66.52		10.72 ABSARAKA.....	AX	DP		
00715		54			72.55		6.03 AYR.....	AY	DP		
00724	112	9			80.01		7.46 NOLAN.....★	W	PJ		
					.06 18.40					.04 27.60	.06 18.40
					.03 36.80						
							Time Over Subdivision Average Speed Per Hour				

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Casselton	Time Table No. 115 Effective October 30, 1966	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks					
00698	136	202			CASSELTON.....★	A	DNPXYJI
00705		47	6.95		6.95 AMENIA.....	MY	DP
00707	66		9.10		2.15 VANCE.....		IRPYJ
							Time Over Subdivision Average Speed Per Hour

WESTWARD SEVENTH SUBDIVISION EASTWARD

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Niobe	Time Table No. 115 Effective October 30, 1966	STATIONS	SIGNS
58708	20	8.29		8.29 BOWBELLS.....	DI
58721	80	21.29		13.00 NORTHGATE.....	D
		21.74		0.45 BOUNDARY LINE...	J

Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 115 Effective October 30, 1966	STATIONS	SIGNS
56512	25	11.59		11.59 CHAFFEE.....	D

Westward trains are superior to eastward trains of the same class on the Fifth, Sixth, Seventh and Eighth subdivisions.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Berthold	Time Table No. 115			Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			219	Effective October 30, 1966	STATIONS				220
00939	129	234	L 7.50 AM		.....	.....	.....	BD DPJXR	A 1.50 Pm
58620		34	8.24	20.53	.....	.....	.....	C D	1.15
58627		34	8.36	27.55	.....	.....	.....	K D	1.01
58634	33	30	8.47	34.18	.....	.....	.....	NB JRDY	12.48
58641	32	30	8.58	40.89	.....	.....	.....	CA D	12.35
58655	46	38	9.22	55.10	.....	.....	.....	NG D	12.07 Pm
58657				57.21	.....	.....	.....	JR	
58665		16	9.42	65.17	.....	.....	.....	KC DYX	11.47
58668	110	33	9.47	68.63	.....	.....	.....	RN D	11.41
58675		37	10.01	75.54	.....	.....	.....	NX DX	11.27
58688		130	A 10.27 Am	88.71	.....	.....	.....	CY RDYX	L 11.07 Am
			2.37 33.90						2.43 32.65	
									Time Over Subdivision Average Speed Per Hour	

WESTWARD TENTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks	Distance from Stanley	Time Table No. 115			SIGNS
			Effective October 30, 1966	STATIONS		
00970			.....	.....	.....	DN PJYW
58812	34	13.15	.....	.....	.....	P
58825	44	26.02	.....	.....	.....	DP
58832	23	33.10	.....	.....	.....	DP
58838	37	39.47	.....	.....	.....	DP
58850	39	51.78	.....	.....	.....	DP
58857	25	58.66	.....	.....	.....	DP
58864	35	65.75	.....	.....	.....	DP
58870	27	71.24	.....	.....	.....	DP
58875	35	76.03	.....	.....	.....	DP
58880	35	81.67	.....	.....	.....	DP
58887	105	87.99	.....	.....	.....	DPY
						Time Over Subdivision Average Speed Per Hour

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bainville	Time Table No. 115			Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	373	371		Effective October 30, 1966	STATIONS	372			374	
01075				L 8.25 Am		.....	.....	.....	B DJPRY	A 1.20 Pm		
59009	42	22		8.52	10.64	.....	.....	.....	MC	1.01		
59018		33		9.14	19.30	.....	.....	.....	FD DP	12.45		
59024		39		9.30	25.66	.....	.....	.....	HO DP	12.30		
59030		34		9.45	31.62	.....	.....	.....	MK DP	12.15		
59038		29		10.04	39.12	.....	.....	.....	RS DP	12.01 Pm		
59044		24		10.20	45.40	.....	.....	.....	AN DP	11.45		
59052	40	86		L 11.45 Am	A 10.50 Am	.....	.....	.....	NY DPRX	L 11.30 Am	A 11.05 Am	
59072		34		12.15 Pm	73.42	.....	.....	.....	RD DP	10.25		
59084		34		12.45	85.38	.....	.....	.....	FX DP	10.10		
59097	37	101		1.15	97.97	.....	.....	.....	SC DPX	9.50		
59105		24		1.45	106.50	.....	.....	.....	FO DP	9.20		
59117		35		2.25	118.01	.....	.....	.....	PR DP	8.45		
59128		30		3.05	129.51	.....	.....	.....	CA DP	8.10		
59138		34		3.35	139.88	.....	.....	.....	G DP	7.30		
59145		122		A 4.01 Pm	146.60	.....	.....	.....	OM BDPY	L 7.00 Am		
				4.16 21.8	2.25 22.1					1.50 29.1	4.05 22.8	
										Time Over Subdivision Average Speed Per Hour		

Westward trains are superior to eastward trains of the same class on the Ninth, Tenth and Eleventh Subdivisions except No. 374 is superior to No. 373

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

6 WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from Devils Lake	Time Table No. 115 Effective October 30, 1966	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			
	Sidings	Other Tracks				3						Daily	4		
05384	Yard	683				L	3.47Pm	DEVILS LAKE.....★	WS	BDNJKO PRXYZ	A	11.07Am			
05391		18					3.54	7.08 GRAND HARBOR.....		P		10.59			
05396	74	33					3.59	5.90 PENN.....	PN	DP		10.53			
05402	126	86				f	4.05	5.97 CHURCHS FERRY.....★	FY	DJPRXY	f	10.47			
05414	160	31				s	4.15	11.42 LEEDS.....	JD	DP	s	10.36			
05420	86	48					4.22	6.32 YORK.....	XN	DJPRXY		10.30			
05426	54	34					4.28	5.99 KNOX.....	OX	DP		10.24			
05432		43					4.34	5.53 PLEASANT LAKE.....	A	DP		10.19			
05441	124	253				s	4.46	9.03 RUGBY.....★	RU	BDNJK PRXY	s	10.09			
05446	67	18					4.52	5.22 TUNBRIDGE.....		P		10.01			
05452	68	29					4.58	6.29 BERWICK.....		P		9.55			
05460	157	73				s	5.07	7.43 TOWNER.....★	OW	DJPRXY	s	9.47			
05468	68	17					5.16	8.75 DENBIGH.....		P		9.37			
05481	67	79					5.30	12.15 GRANVILLE.....	J	DJPRXY		9.24			
05487	68	28					5.37	6.86 NORWICH.....		P		9.17			
05495		24				A	5.45Pm	7.21 SURREY.....		PJX	L	9.09Am			
							1.58	Time Over Subdivision				1.58			
							56.52	Average Speed Per Hour				56.52			

THIRTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 115 Effective October 30, 1966	STATIONS	SIGNS
	Sidings	Other Tracks				
05402	126	86			CHURCHS FERRY.....★	DJPRXY
58015	50	119	15.38		15.38 CANDO.....	D
58028		35	27.84		12.46 BISBEE.....	DU
58035		35	35.16		7.32 PERTH.....	D
58047		41	47.41		12.25 ROLLA.....	D
58055		32	54.82		7.41 ST. JOHN.....	DY

FOURTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 115 Effective October 30, 1966	STATIONS	SIGNS
58114	35	14.33		14.33 WOLFORD.....	D
58127	45	27.34		13.01 ROLETTE.....	DU
58134	36	34.19		6.85 THORNE.....	D
58142	66	41.94		7.75 DUNSEITH.....	DY

Westward trains are superior to eastward trains of the same class on the Twelfth, Thirteenth and Fourteenth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

FIFTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 115		Telegraph Calls	SIGNS
			Effective October 30, 1966			
STATIONS						
05441	253			RUGBY 12.76 ★	RU	BDNJKP
58213	35	12.76		BARTON 8.45		D
58221	49	21.21		WILLOW CITY 7.37		D
58228	12	28.58		OMEMEE 9.52		U
58238	114	38.10		BOTTINEAU 6.66		D
58245	29	44.76		CARBURY 6.34		D
58251	48	51.10		SOURIS 5.53		D
58256	35	56.63		ROTH 5.09		D
58262	28	61.72		LANDA 5.52		D
58267	97	67.24		WESTHOPE 13.00		D
58280	45	80.24		ANTLER		DY

SIXTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 115		SIGNS
			Effective October 30, 1966		
STATIONS					
05460	230			TOWNER 14.16 ★	DJPRXY
58314	28	14.16		BANTRY 7.98	D
58322	35	22.14		UPHAM 8.72	D
		30.86		SOO LINE CROSS'G. 3.96	U
58335	48	34.82		NEWBURG 10.64	D
58345	40	45.46		MAXBASS	DY

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 115		SIGNS
			Effective October 30, 1966		
STATIONS					
05481	146			GRANVILLE 13.00	DJPRXY
58413	38	13.00		DEERING 11.47	D
58424	35	24.47		GLENBURN 10.80	D
58435	46	35.27		LANSFORD 11.09	DU
58446	110	46.36		MOHALL 14.86	D
58461	73	61.22		SHERWOOD	DY

EIGHTEENTH SUBDIVISION 7
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatman Line Jct.	Time Table No. 115		SIGNS
			Effective October 30, 1966		
STATIONS					
				TATMAN LINE JCT. 15.82	XJ
58515	182	15.82		TATMAN	

SPEED TABLE

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Min.	Sec.	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	32	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	2	—	30.0	
1	1	2	10	27.7	
1	2	2	20	25.7	
1	3	2	30	24.0	
1	4	2	40	22.5	
1	5	3	—	20.0	
1	6	3	30	17.1	
1	7	4	—	15.0	
1	8	5	—	12.0	
1	9	6	—	10.0	
1	10	7	—	8.6	
1	12	8	—	7.5	
1	14	9	—	6.7	
1	16	10	—	6.0	

Westward trains are superior to eastward trains of the same class on the Fifteenth, Sixteenth, Seventeenth and Eighteenth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 12.

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.
Moorhead Jct.	Jct. switch.
Vance	West wye switch.
	East siding switch.
Casselton	East siding switch and Jct. switch.
Nolan	West siding switch.
Luverne	East and west siding switch.
Juanita	East and west siding switch.
New Rockford	West yard lead.
Heimdal	East and west switch.
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.
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 sidings north and south of main track.
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.
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 95039 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:
Trains or engines thru No. 15 turnouts at following locations.

Moorhead Jct. West switch of siding.

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 95039, 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 DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains.

Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 through 195.
79 MPH	320 thru 325, 350 thru 375, 400 thru 407, 500 thru 512, 679, 680, 2350, 2500 thru 2529, 3026 thru 3040.
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, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars and multi-level automobile 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. Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

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. Due to limited overhead clearance at tunnels and structures, employees 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.

6. 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.

7. 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.

8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employees will be inspected by Division Officers, Rules Examiners and other designated officers.

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, 13/0, size, 23 jewels, Ball Official Standard wrist watch, 1604 B, stainless steel, 13/0 Ligne, 21 jewel, Bulova Accutron Railroad Model, Hamilton 505 and Bulova 23J.

9. 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. Exception—in the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.
10. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.
11. "Supplementing Rule 7(A) and 12 of the Consolidated Code of Operating Rules.
"When movement being made is controlled by hand, flag or lantern signals, the employees involved will give or relay such signals directly to the engineer."
Last paragraph of Rule 7(A) of the Consolidated Code of Operating Rules is revised as follows:
"When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given, must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe."

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

CMStP&P. RR. Crossing 3.56 miles west of Wahpeton Jct.	60 MPH	35 MPH
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 and passenger extras, 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 when directed by Train Order.

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

Wahpeton Jct., Nolan, Vance and Surrey, trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.

Fargo—Trains destined westward on Minot Division must obtain their Minot Division Clearance Form A at passenger station, which will clear trains at Fargo Jct. under Rule 83 (B).

All trains must obtain Clearance Form A at New Rockford.

Eastward freight trains originating at Gavin Yard will obtain clearance there.

5. SPEED TEST BOARDS.

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

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

Westward trains between MP 10.7 and MP 11.7 approximately 1 1/2 miles east of Prosper.

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.

7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, 50 feet East of East siding switch Luverne.

Eastward trains, on 10 foot mast at West switch Karnak.

Eastward trains 2,800 feet west of signal 461.2. (Verendrye)

Westward trains, at signal 458.5, approximately one mile east of Verendrye depot.

8. MANUAL INTERLOCKINGS.

N. P. Ry. crossing Moorhead Jct.

Whistle signal for routes:

Moorhead Jct., First Subdivision 1 long, 1 short
 Siding 3 long, 1 short

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

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

10. AUTOMATIC INTERLOCKINGS.

CMStP&P. RR. crossing.....3.56 miles west of Wahpeton Jct.

Junction with Sixth Subdivision Vance

N. P. Ry. crossingNew Rockford

MStP&SSM. RR. crossing5.15 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.

Train No. 3 arriving Minot will head in on middle way track crossover approximately 400 feet west of Mouse River Bridge, Minot, and proceed through middle way to depot.

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.

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 518 of the Consolidated Code of Operating Rules is in effect on these tracks.

- 13. Kent, when siding is occupied by a train, members of train crew must be stationed at Third Street crossing approximately 100 feet west of depot and also at State Aid road No. 7 crossing approximately 900 feet east of depot to flag highway traffic over these crossings.**
- 14. Train 200 will make station stop at Verendrye, Munster and Walden to handle milk and cream shipments.**
- 15. All switching movements or light engine movements made on main track at Breckenridge, Wahpeton and Wahpeton Jct. which are not governed by a signal indication must be made at restricted speed.**
- 16. Main track switches to spur track Clifton and spur track Dundas are not equipped with electric locks. Trains or engines using these tracks must keep main track switch open unless main track is occupied by engine or cars. In addition these tracks must not be used to get into the clear for trains or engines.**
- 17. Centralized Traffic Control (CTC) under control of the control operator at Gavin Yard and the direction of train dispatcher Minot is in service from the westward governing signal at the east entrance to Gavin Yard on the Devils Lake Line to the eastward governing signal about 1300 feet east of the Division offices at Minot, N. D.**
- 18. At east Nolan, when the route is lined for a westward train to proceed from the Fifth Subdivision to the main track of First Subdivision, the signal aspect displayed on the westward approach signal will be yellow over green. This aspect is named approach diverging route, and indication is, approach next signal prepared to proceed on diverging route. Milwaukee Rule 240-E, Fig. 1 covers this aspect.**
- 19. Dwarf signal at CK Interlocking displays a red over green for train or engine movements westward from eastward freight track to main line. Signal aspect per Rule 240-K, Fig. 1 will apply.**

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
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3. 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 for Ninth Subdivision trains only.

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

At Berthold, Stanley, Bainville and Snowden, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

All trains must obtain Clearance Form A at Williston.

Minot Division Clearance Form A received at Havre will clear the train at Bainville. Butte Division trains must obtain their Butte Division Clearance at Williston which will clear the train at Bainville.

Westward Freight trains originating at Gavin Yard will obtain clearance there.

5. 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 91.5 and MP 92.5, approximately 1 mile east of Ray.

Westward—Between MP 139 and 140 approximately 4 miles west of Trenton.

6. CROSSOVERS ON DOUBLE TRACK.**Trailing Point**

Spring Brook.

7. MANUAL INTERLOCKINGS.

MStPSSM. RR. crossing Minot

8. 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.

9. 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.

10. 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.

11. DRAGGING EQUIPMENT DETECTOR INDICATOR.
Eastward trains at signal 6.8 approximately eight miles east of DesLacs.
Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).

12. When a green under red aspect is displayed on the eastward dwarf signal on the north track Williston and on siding Snowden, Rule 240K, Fig. 1 will apply to train or engine movements governed by these dwarf signals.

13. Following signal indication is in service on the eastward approach signal 15.4 to end of double track Des Lacs. When route is properly lined for an eastward train to proceed on eastward main track, signal aspect displayed on eastward approach signal No. 15.4 will be yellow over green (C. M. St. Paul & Pacific Rule 240-E Figure 1, page 104, Consolidated Code of Operating Rules).

This signal indication means "approach next signal prepared to proceed on diverging route". This signal indication applies to and governs Great Northern train and engine movement at this location.

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

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Freight
Snowden and Richey	40 MPH
Watford City and Fairview	25 MPH
Breckenridge and MP 32	60 MPH
MP 32 to MP 52.4 miles west of Durbin.....	50 MPH
MP 52 to Casselton	40 MPH
Casselton to Nolan	50 MPH
Casselton to Vance.....	30 MPH
Niobe and Northgate	20 MPH
Chaffee Line Jct. and Chaffee	20 MPH
Berthold and MP 42	35 MPH
MP 42 and MP 76	30 MPH
MP 76 and Crosby	40 MPH
Stanley 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., Nolan, Vance, Chaffee Line Jct., Berthold, Stanley, Bainville, Snowden and Niobe. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

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.

Vance, register is only for trains when directed by Train Order.

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. SPRING SWITCHES WITH FACING POINT LOCK.

Casselton, east switch of siding.

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

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

8. MANUAL INTERLOCKINGS.

Casselton Tower— N. P. Crossing

Casselton Tower, whistle signals for routes,

Main track— 1 long

siding 1 long, 1 short

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Casselton Jct. switch controlled by operator at Casselton Tower.

10. 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

11. SEMI-AUTOMATIC INTERLOCKINGS.

Wahpeton— Milwaukee Railway crossing

12. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. If it becomes necessary to operate a following train when there is still a train between these points, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

These instructions apply between the following points and Train Order Form Z is not required:

Newlon Jct. and Richey

Fairview and Watford City

Niobe and Northgate

Chaffee Line Jct. and Chaffee

Stanley and Grenora

Bainville and Opheim

13. Crews on all eastbound trains handling ten or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstone.

TWELFTH, THIRTEENTH, FOURTEENTH, FIFTEENTH, SIXTEENTH, SEVENTEENTH, EIGHTEENTH SUBDIVISIONS

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Passenger	Freight
Devils Lake and Surrey	79 MPH	60 MPH
Churchs Ferry and one mile west of Cando		40 MPH
One mile west of Cando to St. John		20 MPH
York and Dunseith		35 MPH
Rugby to West Switch Westhope		30 MPH
West Switch Westhope to Antler.....		20 MPH
Towner and Maxbass		20 MPH
Granville and Sherwood		25 MPH

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

2. TRAIN REGISTER EXCEPTIONS.

Devils Lake, all trains register and receive clearance.

Churchs

Ferry — Register for Thirteenth Subdivision Trains Only

York — Register for Fourteenth Subdivision Trains Only

Rugby — Register for Fifteenth Subdivision Trains Only

Towner — Register for Sixteenth Subdivision Trains Only

Granville — Register for Seventeenth Subdivision Trains Only

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

Churchs Ferry, York, Towner, and Granville, trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

Clearances received by first class trains, passenger extras and mixed trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

4. ENGINE RESTRICTIONS.

Fourteenth and Sixteenth Subdivisions—Engines series 550 to 599 restricted to 20 MPH.

5. AUTOMATIC INTERLOCKINGS.

MStP&SSM RR.

Crossing — 2.9 mi. east of Grand Harbor.

6. Diesel radiator and boiler water stations.

Devils Lake

Rugby

7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. If it becomes necessary to operate a following train when there is still a train between these points, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.

These instructions apply between the following points and Train Order Form Z is not required:

Granville and Sherwood

Towner and Maxbass

Rugby and Antler

York and Dunseith

Churchs Ferry and St. John.

Tatman Line Jct. and Tatman

8. SPEED TEST BOARDS.

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

Westward trains, between MP 94 and MP 95, approximately 2 miles west of Grand Harbor.

Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.

9. Arrange flag protection for all movements where Tatman Air base track crosses Highway 83.

10. Trains setting out on siding Churchs Ferry must not leave any cars on siding between crossover switch and point 1000 feet west of highway crossing because they will activate crossing gates blocking highway traffic. Insulated joints at each end of this circuit are painted orange.

NAME	LOCATION	Capacity Cars	Switch Opens
First Subdivision			
Brushvale	5.02 miles east of Kent	22	East & West
American Crystal Sugar Co.	1.63 miles east of Wolverton ..	57	East & West
Rustad	5.17 miles west of Comstock ..	35	East & West
Finkle	10.70 miles west of Comstock ..	34	East & West
Newman	4.18 miles west of Prosper	56	East & West
Mason Pit Spur	1.62 miles west of Erie Jct. ..	39	East
Walden	6.74 miles west of Nolan	29	East & West
Munster	6.80 miles west of New Rockford	30	East & West
Clifton	8.28 miles east of Aylmer	3	East
Rangeley	5.96 miles west of Guthrie	11	East
Falsen Pit	2.85 miles west of Karlsruhe ..	122	East
Verendrye	5.87 miles west of Karlsruhe ..	76	East & West
Genoa	6.41 miles west of Simcoe	38	East & West
ICBM Spur	2.50 miles west of Surrey	139	East
Second Subdivision			
Lonetree	4.12 miles west of Des Lacs	38	East & West
Marley Beet Track	3.91 miles west of Trenton	34	East
Ft. Buford	8.56 miles west of Trenton	41	East
Lakeside	5.77 miles west of Snowden	10	West
Third Subdivision			
Stateline Beet Spur	3.94 miles east of Dore	20	East & West
Cowles Beet Track	2.30 miles west of Dore	16	East & West
Ludington Beet Track	1.59 miles west of Fairview	36	East & West
Ridgelawn	4.11 miles west of Fairview	11	East & West
Wooley Beet Track	6.42 miles west of Fairview	32	East & West
Enid	7.46 miles west of Lambert	41	East & West
Fourth Subdivision			
Hardy Beet Track	1.46 miles east of Fairview	59	East & West
Rawson	4.88 miles east of Alexander	30	East & West
Fifth Subdivision			
Addison	3.89 miles west of Davenport ..	33	East & West
Pitcairn	3.39 miles west of Galchutt	17	West
Seventh Subdivision			
Perella	6.72 miles west of Bowbells	26	East & West
Eighth Subdivision			
J. C. Jenson Spur	1.58 miles east of Chaffee	10	West
Lynchburg	4.43 miles east of Chaffee	26	East & West
Ninth Subdivision			
Hartland	13.56 miles east of Coulee	21	East & West
Woburn	6.68 miles west of Coteau	35	East & West
TXL Track	1.03 miles east of Lignite	33	East & West
Northwest	0.88 miles west of Lignite Jct. ...	50	East & West
Stampede	2.14 miles east of Kincaid	34	East & West
Kincaid Storage Track	0.36 miles east of Kincaid	80	East & West
Noonan Storage Track	1.01 miles east of Noonan	68	East & West
Tenth Subdivision			
Lunds Valley	6.31 miles west of Lostwood	24	East & West
Hunts Gas Track	3.32 miles east of McGregor	24	East & West
Hamlet	5.99 miles east of Wildrose	25	East & West
Eleventh Subdivision			
Plentywood P. T. Track	3.94 miles west of Plentywood ..	24	East & West
Archer	6.86 miles east of Redstone	24	East & West
Navajo	6.51 miles west of Redstone	18	East & West
Madoc	7.43 miles east of Scobey	24	East & West
Twelfth Subdivision			
Niles	4.20 miles east of Leeds	20	East & West
Thirteenth Subdivision			
Considine	6.29 miles west of Cando	35	Both Ends
Maza	8.01 miles east of Cando	25	Both Ends
Fourteenth Subdivision			
Hong	7.24 miles west of York	15	Both Ends
Nanson	6.59 miles west of Wolford	11	West
Fifteenth Subdivision			
Leverich	6.33 miles west of Rugby	10	Both Ends
Kuroki	6.28 miles west of Westhope	20	Both Ends
Sixteenth Subdivision			
Dunning	5.95 miles west of Newberg	14	Both Ends
Seventeenth Subdivision			
Deering Pit	1.90 miles west of Deering	25	East & West
Wolseth	4.99 miles west of Deering	14	Both Ends
Forfar	5.26 miles west of Glenburn	26	Both Ends
Lorain	7.21 miles east of Sherwood	14	Both Ends