

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. L. J. Prochaska	Grand Forks, N. D.

R. R. Conway, Chief Dispatcher.
D. S. Kukull, Master Mechanic.
W. J. Thompson, Traveling Engineer.
N. P. Moylan, Traveling Engineer.
E. D. Shabert, Traveling Engineer.
R. L. Bushaw, Traveling Engineer.
P. H. Johns, Supervisor Gavin Yard.
D. D. Hoag, Trainmaster.
D. H. Burn, Trainmaster.
P. R. Ruppel, Trainmaster.

Scanned from the Dean Ogle Collection

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 117

EFFECTIVE 2:00 A. M.
CENTRAL STANDARD TIME
AND

MOUNTAIN STANDARD TIME

Sunday, October 29, 1967

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

J. W. WICKS, 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 Breckenridge	Time Table No. 117 Effective October 29, 1967	STATIONS	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS				
	Sittings	Other Tracks	3	27	31							28	4	32	14	
			Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily
08205	Yard	1200		1.17Pm	12.47Am		CTC	BRECKENRIDGE	BR	279.76	QRCW KFTB			A 2.18Am	A 5.50Pm	
08207		142		s 1.20		0.99		.. WAHPETON ..	WH	278.77		OPM			s 5.46	
08208		73		1.23	12.50	1.84		.. WAHPETON JCT. ..		277.92		PJ			2.15	5.44
10012	87	42		1.35	1.02	14.23		.. KENT ..	KN	265.53		OP			2.03	5.33
10021	87	50		1.44	1.10	23.24		.. WOLVERTON ..	WO	256.52		OP			1.54	5.25
10028		76		1.50	1.17	30.05		.. COMSTOCK ..	CM	249.71		OP			1.47	5.19
10041	142	172		A 2.05Pm	A 1.31Am	44.75		.. MOORHEAD Jct. ..	MJ	235.01		ICPYJ			1.31Am	5.05Pm

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

10049				2.28Pm	1.58Am	47.68	ABS	.. FARGO JCT. ..	F	232.08	QBJKF RWYT	A 9.37Am		A 1.02Am	
56111	67	23		2.39	2.09	59.08		.. PROSPER ..	RO	220.68		OP	9.26		12.50
00707	62			2.49	2.19	69.52		.. VANCE ..		210.24		AYRTPJ	9.16		12.40
00713	67	32		2.55	2.25	75.57		.. MASON ..		204.19		P	9.10		12.34
00716				2.58	2.28	78.60		.. ERIE JCT. ..		201.16		PJ	9.07		12.31
00724	112	9		3.06	2.36	87.36		.. NOLAN ..		192.40		PJQ	8.59		12.22
00736	137	27				99.46		.. PILLSBURY ..	BX	180.80		OP			
00744	176	33				106.85		.. LUVERNE ..	NE	172.91		OP			
00750		46				113.21		.. KARNAK ..	NA	166.55		OP			
00757	185	27		s 3.33	3.06	119.60		.. HANNAFORD ..	HO	160.16		AQOP	s 8.29		11.50
00770	186	34				133.00	.. SUTTON ..	SU	146.76		OP				
00777		52				139.97	.. GLENFIELD ..	GD	139.79		OP				
00784	186	34		4.00		146.53	.. JUANITA ..		133.23		QP	8.03			
00790		45				152.97	.. GRACE CITY ..	G	126.79		OP				
00796	181	33				159.36	.. BRANTFORD ..	BF	120.40		OP				
00808	201	509		4.24	3.58	170.95	CTC	.. NEW ROCKFORD ..	KO	108.81	ARCPB KQWFT	7.41		11.00	
00820	177	35		4.32	4.08	183.44		.. BREMEN ..	BN	96.32		OP	7.36		10.54
00827		43				189.55		.. HAMBERG ..	MA	90.21		OP			
00833	176	32		4.56	4.33	195.96		.. HEIMDAL ..	HD	83.80		OP	7.13		10.30
00839		53				202.06		.. WELLSBURG ..	WX	77.70		OP			
00845	176	34				208.38		.. SELZ ..	Z	71.88		OPQ			
00861	188	34		5.23		223.69		.. AYLMEYER ..		56.07		PQ	6.49		10.04
00870	179	35				233.44		.. GUTHRIE ..		46.32		P			
00883	173	33				246.25		.. KARLSRUHE ..	RA	33.51		OPQ			
00896	185	34				258.54		.. SIMCOE ..	SC	21.22		OP			
05495	52			5.45Pm	6.10	272.63	.. SURREY ..		7.13		PJY	6.00	A 9.09Am	9.15	
00913		166				275.90	.. J.D. SWITCH ..	GY	3.86		IPY				
						277.27	.. C.K. SWITCH ..		2.49		PI				
00917	Yard	5258		A 6.00Pm	A 6.20Pm	A 6.00Am	279.76	.. MINOT ..	AD		CIRPWK FYBQT	5.50Am	9.00Am	9.05Pm	
				.15	5.03	5.13		Time Over Subdivision Average Speed Per Hr.				3.47	.09	5.13	.45
				28.5	55.4	53.6						61.3	47.5	53.6	59.7

Eastward trains are superior to westward trains of the same class except in CTC TERRITORY.

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. 117				Distance from Bainville	SIGNS	FIRST CLASS			SECOND CLASS	
	Sidings	Other Tracks		219	27	31		Effective October 29, 1967						28	32	220		
								STATIONS										Daily Ex. Sun.
00917	Yard	5258	7.20Am		6.35pm	6.10Am												
							4.31	MINOT	AD	158.08	BIRCPW TKFYQ	A	5.35Am	A	8.55pm		A	2.20pm
							4.94	W. L. SWITCH		153.77	AP		5.27		8.45			
00980	57	16	7.40				13.47	GASSMAN SWITCH		153.14	AP							
00989	129	234	A 7.50Am		7.01	6.42	22.34	DES LACS	DE	144.61	OP							2.01
								BERTHOLD	BD	135.74	JOPQ		5.08		8.24			1.50pm
00949	142	16					32.03	TAGUS		126.05	P							
00956	183	17					38.86	BLAISDELL	BX	119.22	OP							
00963	132	22					45.83	PALERMO	PA	112.25	OP							
00970	194	126			s 7.38	7.14	53.65	STANLEY	SA	104.43	CQTPW	s	4.32		7.44			
00978	156	18					60.97	ROSS	VR	97.11	OP							
00990	132	25					73.01	WHITE EARTH	WH	85.07	OP							
00998	110	456			s 8.05	7.43	80.86	TIOGA	OG	77.22	OPQ	s	4.05		7.16			
01003	133	17					86.40	TEMPLE		71.68	P							
01009	103	43				8.20	7.55	RAY	RX	65.43	OP		3.52		7.02			
01015	175	29					97.93	WHEELLOCK	W	80.15	OPQ							
01020		99					102.97	EPPING	PG	55.11	OP							
						8.42	8.17	AVOCA		43.78	P							
01037	Yard	1701			A 8.50	A 8.25	119.99	WILLISTON	WN	38.09	RCPW KBTFYQ		3.20		6.30			
01087					8.10	7.35		WILLISTON	WN		Q	A	2.10	A	5.20			
01049	292	39					131.98	TRENTON	ON	26.10	OP							
01063	234	91					145.89	SNOWDEN		12.19	QJPT							
01075	165	200			A 8.50pm	A 8.20Am	158.08	BAINVILLE	B		OQJPT		1.30Am		4.35pm			
			.30		3.15	3.10		Time Over Subdivision Average Speed Per Hour				3.05	3.20		.30			
			44.7		48.6	49.9						51.3	47.4		44.7			

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 117				Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective October 29, 1967					
				STATIONS					
01063	234	91			SNOWDEN			JPTQ	
50209		40	9.18		DORE			P	
50215		77	14.39		FAIRVIEW	FA		OJPYT	
50225		171	24.78		SIDNEY	SY		BOJPYT	

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

50229			20.07		NEWLON JCT.			JP
50251	37	35	50.75		LAMBERT			O
50374		92	74.15		RICHEY			OT

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 117				SIGNS
			Effective October 29, 1967				
			STATIONS				
59337	112				WATFORD CITY	OT	
59329	38	7.40			ARNEGARD	O	
59319	38	17.54			ALEXANDER	O	
59313	33	23.45			CHARBONNEAU	O	
59308	30	31.31			CARTWRIGHT	O	
59214	77	37.02			FAIRVIEW	OJPYT	

Eastward trains are superior to westward trains of the same class on the Second subdivision except on DOUBLE TRACK or in CTC TERRITORY.

CONDITIONAL STOPS

No. 27 will stop at Ray to discharge revenue passengers from Minot and east.
 No. 23 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		Distance from Wapeton Jct.	Time Table No. 117 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
03209		73		WAPETON JCT. 6.00 DWIGHT 6.61 GALCHUTT 6.59 COLFAX 6.19 WALCOTT 7.94 KINDRED 4.98 DAVENPORT 4.29 CHAFFEE LINE JCT. 3.47 DURBIN 7.89 CASSELTON 10.72		PJY
03213	137	33	6.00		DT	OP
03220	70	22	12.61		GS	OP
03227	142	29	19.20		CX	OP
03233	68	29	25.39		Q	OP
03241	137	73	33.33		KR	OPWQ
03246		26	38.31		DV	AOP
03251			42.60			PJ
03253	136	39	46.07		DU	OP
00698	136	202	53.96		CT	TYPQCJI
00709	158	20	64.68	AX	OP	
00715		54	70.71	AY	OP	
00724	112	9	78.17		PJQ	

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		Distance from Caselton	Time Table No. 117 Effective October 29, 1967 STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks				
00698	136	202		CASSELTON 6.95 AMENIA 2.15 VANCE	CT	CPQTYJI
00705		47	6.95		MY	OP
00707	66		9.10			ARPJT

WESTWARD SEVENTH SUBDIVISION EASTWARD

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Niobe	Time Table No. 117 Effective October 29, 1967 STATIONS	SIGNS	Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 117 Effective October 29, 1967 STATIONS	SIGNS
58708	20	8.29	BOWBELLS 13.00	OA	56512	25	CHAFFEE	O	
58721	80	21.29	NORTHGATE 0.45	O					
		21.74	BOUNDARY LINE	J					

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Berthold	Time Table No. 117 Effective October 29, 1967	SIGNALS	SECOND CLASS
	Sidings	Other Tracks					
00939	129	234	7.50Am		BERTHOLD.....	BD OYQ
58620		34	8.24	20.58		20.53 COULEE.....	C O
58627		34	8.36	27.56		7.02 KENASTON.....	K O
58634	33	30	8.47	34.18		6.63 NIOBE.....	NB JROT
58641	32	30	8.58	40.89		6.71 COTEAU.....	CA O
58655	46	38	9.22	55.10		14.21 LIGNITE.....	NG O
58657				57.21		2.11 LIGNITE JCT.....	JR
58665		16	9.42	65.17		7.96 KINCAID.....	KC OTY
58668	110	33	9.47	68.63		3.46 LARSON.....	RN OY
58675		37	10.01	75.54		6.91 NOONAN.....	NX OY
58688		130	10.27Am	88.71		13.17 CROSBY.....	CY ROTY
			2.37 33.9			Time Over Subdivision Average Speed Per Hour	2.43 32.6

WESTWARD TENTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Tracks	Distance from Stanley	Time Table No. 117 Effective October 29, 1967	SIGNALS
00970		
58812	34	13.15	13.15 STANLEY.....	OQPJTW
58825	44	26.02	13.15 LOSTWOOD.....	P
58832	23	33.10	12.37 POWER'S LAKE.....	OP
			7.08 BATTLEVIEW.....	OP
58838	37	39.47	6.37 McGREGOR.....	OP
58850	39	51.78	12.31 WILDROSE.....	OP
58857	25	58.66	6.88 CORINTH.....	OP
58864	35	65.75	7.09 ALAMO.....	OP
58870	27	71.24	5.49 APPAM.....	OP
58875	35	76.03	4.79 ZAHL.....	OP
58880	35	81.67	5.64 HANKS.....	OP
58887	105	87.99	6.32 GRENORA.....	OPT

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bainville	Time Table No. 117 Effective October 29, 1967	SIGNALS	SECOND CLASS	
	Sidings	Other Tracks	373	371				372	374
01075					8.25Am	BAINVILLE.....	B QOJPR	A 1.20Pm	
59009	42	22			8.52	10.64 McCABE.....	MC	1.01	
59018		33			9.14	8.66 FROID.....	FD OP	12.45	
59024		39			9.30	6.36 HOMESTEAD.....	HO OP	12.30	
59030		34			9.45	5.96 MEDICINE LAKE.....	MK OP	12.15	
59038		29			10.04	7.50 RESERVE.....	RS OP	12.01Pm	
59044		24			10.20	8.28 ANTELOPE.....	AN OP	11.45	
59052	40	86			11.45Am	8.00 PLENTYWOOD.....	NY OPRYQ	11.30Am	11.05Am
59072		34			12.15Pm	20.02 REDSTONE.....	RD OP	10.25	
59084		34			12.45	11.96 FLAXVILLE.....	FX OP	10.10	
59097	37	101			1.15	12.59 SCOBEY.....	SC OPYQ	9.50	
59105		24			1.45	8.53 FOUR BUTTES.....	FO OP	9.20	
59117		35			2.25	11.51 PEERLESS.....	PR OP	8.45	
59128		30			3.05	11.00 RICHLAND.....	CA OP	8.10	
59138		34			3.35	9.87 GLENTANA.....	G OP	7.30	
59145		122			4.01Pm	7.22 OPHEIM.....	OM BOPRTQ	7.00Am	
			4.16 31.8	2.35 22.1		Time Over Subdivision Average Speed Per Hour		1.50 29.1	4.05 22.8

Eastward trains are superior to westward trains of the same class on the Ninth and Eleventh Subdivisions except No. 371 is superior to No. 372 and No. 219 is superior to No. 220.

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. 117		Telegraph Calls	SIGNS	FIRST CLASS								
	Sidings	Other Tracks				3		Effective October 29, 1967				4				Daily				
													STATIONS							
05384	Yard	683					3.47 ^{pm}			WS	BCJKQ WPRYZT	A	11.07 ^{Am}							
05391		18					3.54	7.08			P		10.59							
05396	74	33					3.59	12.98		PN	OP		10.53							
05402	126	86					4.05	18.95		FY	OJPTYQ	f	10.47							
05414	160	31					4.15	30.37		JD	OPU	s	10.36							
05420	86	48					4.22	36.69		KN	OJPYT		10.30							
05426	54	34					4.28	42.68		OX	OP		10.24							
05432		43					4.34	48.21		A	OP		10.19							
05441	124	253					4.46	57.24		BU	WBJK FQCPYT	s	10.09							
05446	67	18					4.52	62.46			P		10.01							
05452	68	29					4.58	68.75			P		9.55							
05460	157	73					5.07	76.18		OW	OQJPYT	s	9.47							
05468	68	17					5.16	84.98			P		9.37							
05481	67	79					5.30	97.08		J	OJPYT		9.24							
05487	68	28					5.37	103.94			P		9.17							
05495		24					5.45 ^{pm}	111.15			PJY		9.09 ^{Am}							
													1.58						1.58	
													56.5		Time Over Subdivision Average Speed Per Hour				56.5	

THIRTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 117		SIGNS
	Sidings	Other Tracks		Effective October 29, 1967	STATIONS	
05402	126	86				OJPRYQ
58015	50	119	15.38			O
58028		35	27.84			OU
58035		35	35.16			O
58047		41	47.41			O
58055		32	54.82			OT

FOURTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 117		SIGNS
			Effective October 29, 1967	STATIONS	
05420	134				OJPRYT
58114	35	14.33			O
58127	45	27.34			OU
58134	36	34.19			O
58142	66	41.94			OT

Eastward trains are superior to westward trains of the same class on the Twelfth Subdivision.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

FIFTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 117		Telegraph Calls	SIGNS
			Effective October 29, 1967			
STATIONS						
05441	253			RUGBY 12.76	RU	CBJQKP FRYT
58213	35	12.76		BARTON 8.45		O
58221	49	21.21		WILLOW CITY 7.37		O
58228	12	28.58		OMEMEE 9.52		U
58238	114	38.10		BOTTINEAU		O
58245	29	44.76		CARBURY 6.66		O
58251	48	51.10		SOURIS 6.34		O
58256	35	56.63		ROTH 5.53		O
58262	28	61.72		LANDA 5.09		O
58267	97	67.24		WESTHOPE 5.52		O
58280	45	80.24		ANTLER 13.00		OT

EIGHTEENTH SUBDIVISION 7
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatman Line Jct.	Time Table No. 117		SIGNS
			Effective October 29, 1967		
STATIONS					
58515	182	15.32		TATMAN LINE JCT. 15.32	YJ
				TATMAN	

SIXTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 117		SIGNS
			Effective October 29, 1967		
STATIONS					
05460	230			TOWNER 22.14	OJPRQTY
58322	35	22.14		UPHAM	O
		30.86		SOO LINE CROSS'G. 8.72	U
58335	48	34.82		NEWBURG 3.96	O
58345	40	45.46		MAXBASS 10.64	OT

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 117		SIGNS
			Effective October 29, 1967		
STATIONS					
05481	146			GRANVILLE 13.00	OJPRTY
58413	38	13.00		DEERING 11.47	O
58424	35	24.47		GLENBURN 10.80	O
58435	46	35.27		LANSFORD 11.09	OU
58446	110	46.36		MOHALL	O
58461	73	61.22		SHERWOOD 14.86	OT

SPEED TABLE

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Min.	Sec.
	46	78.3	1	18	46.8
	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	1	58.1	2	20	25.7
1	1	57.1	2	30	24.0
1	1	56.3	2	40	22.5
1	1	55.4	3	—	20.0
1	1	54.5	3	30	17.1
1	1	53.7	4	—	15.0
1	1	52.9	5	—	13.0
1	1	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

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.
 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.
 Sels.....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.
 Blaisdell.....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
 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 on flat cars except cars equipped with permanent steel side stakes; 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 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 333, 350 thru 375, 400 thru 417, 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 reduced 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. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

5. 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.

6. 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.

Regarding Rule 2 of the Consolidated Code of Operating Rules. 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.

7. When making terminal air tests the signal to apply or release brakes on passenger or freight trains will be given by radio or

hand signals. On passenger trains before or after the air test has been completed, an air signal will be given from the last car and then determine that the signal was received on the locomotive.

8. At the locations listed below there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect it means the spring switch is in normal operating condition. When this light displays a red aspect Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.

Casselton east switch of siding.
Vance east switch of siding.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Breckenridge 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.

Breckenridge, first class trains and extra trains handling passengers 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.

Nos. 31, 32, 27 and 28 will register by ticket at New Rockford. Minot, first class trains and extra trains handling passengers will register at passenger station, other trains at yard office.

Fargo—Register is for First and Second class trains and extra trains handling passengers.

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—All Minot Division trains receive clearance at passenger station. Such clearance will clear westward trains at Fargo Jct. under Rule 83(B) and eastward trains at Moorhead 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 1½ 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. crossing Hannaford

N. P. Ry. crossing New Rockford

Soo Line RR crossing 5.15 miles west of Aylmer

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 513 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. Main track switches to spur track Clifton and spur track Dundas are not equipped with electric locks. Rule 268(A) applies.

15. 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.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between Minot and Bainville	Passenger	Freight
	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Minot 20 MPH

3. TRAIN REGISTER EXCEPTIONS.

MINOT

First class trains and extra trains handling passengers, 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 189 and 140 approximately 4 miles west of Trenton.

6. CROSSOVERS ON DOUBLE TRACK.

Trailing Point

5.2 miles east of Avoca.

7. MANUAL INTERLOCKINGS.

Soo Line RR. crossing Minot

8. SEMI-AUTOMATIC INTERLOCKINGS.

W. L. Switch—Gassman Switch, end of double track and single track over bridge Gassman Bridge

The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W. L. Switch" and eastward absolute 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.

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 Interlocking Limits interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

9. Consolidated Code Rules 251, 252, 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.

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).

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
Wahpeton Jct. and Nolan.....	60 MPH
Cassleton and Vance.....	30 MPH
Niobe and Northgate	20 MPH
Chaffee Line Jct. and Chaffee.....	20 MPH
Berthold 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.

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. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

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 St. John.....		40 MPH
York and Dunseith		35 MPH
Rugby and Antler		30 MPH
Towner and Maxbass		20 MPH
Granville and Sherwood		25 MPH

2. 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.

Clearance received by first class trains, extra trains handling passengers and mixed trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

3. ENGINE RESTRICTIONS.

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

4. AUTOMATIC INTERLOCKINGS.

Soo Line RR.

Crossing2.9 mi. east of Grand Harbor.

5. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99. 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

6. 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.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

	NAME	LOCATION	Capacity Cars	Switch Opens
First Subdivision				
10007	Brushvale	5.02 miles east of Kent	22	East & West
10020	American Crystal Sugar Co.	1.63 miles east of Wolverton	57	East & West
10033	Rustad	5.17 miles west of Comstock	35	East & West
56116	Newman	4.18 miles west of Prosper	56	East & West
00717	Mason Pit Spur	1.62 miles west of Erie Jct.	39	East
00731	Walden	5.36 miles east of Pillsbury	29	East & West
00802	Dundas	5.74 miles west of Brantford	6	East
00815	Munster	5.69 miles east of Bremen	30	East & West
00852	Clifton	7.03 miles west of Selz	3	East
00876	Rangeley	5.96 miles west of Guthrie	11	East
00886	Falsen Pit	2.85 miles west of Karlsruhe	122	East
00889	Verendrye	5.87 miles west of Karlsruhe	76	East & West
00902	Genoa	6.41 miles west of Simcoe	38	East & West
00912	ICBM Spur	0.77 miles east of Jd. Switch	139	East
Second Subdivision				
00934	Lonetree	4.12 miles west of Des Lacs	38	East & West
01053	Marley Beet Track	3.91 miles west of Trenton	34	East
01057	Ft. Buford	5.35 miles east of Snowden	41	East
01068	Lakeside	5.77 miles west of Snowden	10	West
Third Subdivision				
59205	Stateline Beet Spur	3.94 miles east of Dore	20	East & West
59211	Cowles Beet Track	2.30 miles west of Dore	16	East & West
59216	Ludington Beet Track	1.59 miles west of Fairview	36	East & West
59218	Ridgelawn	4.11 miles west of Fairview	11	East & West
59221	Wooley Beet Track	4.07 miles east of Sidney	32	East & West
59258	Enid	7.46 miles west of Lambert	41	East & West
Fourth Subdivision				
59301	Hardy Beet Track	1.46 miles east of Fairview	59	East & West
59324	Rawson	4.88 miles east of Alexander	30	East & West
Fifth Subdivision				
03250	Addison	0.40 miles east of Chaffee	33	East & West
03223	Pitcairn	3.20 miles east of Colfax	17	West
Seventh Subdivision				
58715	Perella	6.28 miles east of Northgate	26	East & West
Eighth Subdivision				
56510	J. C. Jenson Spur	1.58 miles east of Chaffee	10	West
56507	Lynchburg	4.43 miles east of Chaffee	26	East & West
Ninth Subdivision				
58607	Hartland	6.97 miles west of Berthold	21	East & West
58647	Woburn	6.68 miles west of Coteau	35	East & West
58654	TXL Track	1.03 miles east of Lignite	33	East & West
58658	Northwest	0.88 miles west of Lignite Jct.	50	East & West
58663	Stampede	2.14 miles east of Kincaid	34	East & West
	Kincaid Storage Track	0.36 miles east of Kincaid	80	East & West
56874	Noonan Storage Track	1.01 miles east of Noonan	68	East & West
Tenth Subdivision				
58818	Lunds Valley	6.31 miles west of Lostwood	24	East & West
58835	Hunts Gas Track	3.05 miles west of Battleview	24	East & West
58844	Hamlet	5.99 miles east of Wildrose	25	East & West
Eleventh Subdivision				
59056	Plentywood P. T. Track	3.94 miles west of Plentywood	24	East & West
59065	Archer	6.86 miles east of Redstone	24	East & West
59079	Navajo	5.45 miles east of Flaxville	13	East & West
59089	Madoc	5.16 miles west of Flaxville	24	East & West
Twelfth Subdivision				
05410	Niles	4.20 miles east of Leeds	20	East & West
Thirteenth Subdivision				
58022	Considine	6.17 miles east of Bisbee	35	Both Ends
58007	Maza	7.37 miles west of Churchs Ferry	25	Both Ends
Fourteenth Subdivision				
58107	Hong	7.09 miles east of Wolford	15	Both Ends
58121	Nanson	6.42 miles east of Rolette	11	West
Fifteenth Subdivision				
58206	Leverich	6.33 miles west of Rugby	10	Both Ends
58273	Kuroki	6.28 miles west of Westhope	20	Both Ends
Sixteenth Subdivision				
58314	Bantry	8.14 miles east of Upham	28	Both Ends
58341	Dunning	4.69 miles east of Maxbass	14	Both Ends
Seventeenth Subdivision				
58415	Deering Pit	1.90 miles west of Deering	25	East & West
58418	Wolseth	4.99 miles west of Deering	14	Both Ends
58430	Forfar	5.26 miles west of Glenburn	26	Both Ends
58454	Lorain	7.21 miles east of Sherwood	14	Both Ends