

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. BorlandFargo, N. D.
- Dr. G. Howard HallFargo, N. D.
- *Dr. C. G. OwensNew Rockford, N. D.
- *Dr. L. H. KermottMinot, N. D.
- *Dr. M. G. FlathStanley, N. D.
- *Dr. Robert GoodmanPowers Lake, N. D.
- *Dr. C. O. McPhailCrosby, 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. R. D. HarperSidney, Montana
- *Dr. Harold MessingerPlentywood, Mont.
- *Dr. W. F. SihlerDevils Lake, N. D.
- Dr. John C. FawcettDevils Lake, N. D.
- *Dr. Glenn W. ToomeyDevils Lake, N. D.
- Dr. R. Donald McBaneDevils Lake, N. D.
- Dr. W. R. FoxRugby, N. D.
- Dr. E. T. KellerRugby, N. D.
- *Dr. O. W. JohnsonRugby, N. D.
- Dr. William F. McCulloughBottineau, N. D.
- Dr. A. B. LundLeeds, N. D.
- Dr. Jon V. EylandsRolla, N. D.
- Dr. A. R. NeuenschwanderRolla, N. D.
- Dr. F. W. AllportTowner, N. D.
- Dr. E. E. GreeneWesthope, N. D.

*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.
- G. T. Rasmuson, Trainmaster.
- P. R. Ruppel, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 103

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

Sunday September 30, 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.
H. J. SURLS
General Superintendent Transportation.
Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS			Distance from Wabpeton Jct.	Time Table No. 103 Effective Sept. 30, 1962	STATIONS	Distance from Minot	SIGN S	FIRST CLASS				SECOND CLASS	
	Sidings	Other Tracks	199	341	311	3	27	31						28	4	32	14	200	342
			Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
P14	90	43					L 1.56Pm	L 2.26Am	12.39	WABPETON Jct.	277.92	PJX			A 2.15Am	A 5.44Pm			
P23	89	49					2.08	2.37	12.40	KENT	265.53	KN			2.04	5.33			
P29		78					2.16	2.45	21.40	WOLVERTON	266.52	WO			1.55	5.25			
							2.22	2.51	28.21	COMSTOCK	249.71	CM			1.49	5.19			
	147	144					A 2.36Pm	A 3.05Am	42.91	MOORHEAD Jct.	235.01	MJ			L 1.35Am	L 5.05Pm			

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

Station	Capacity	Class	Time	Distance	Station	Capacity	Class	Time	Distance	Station	Capacity	Class	Time	Distance	Station	Capacity	Class	Time	Distance	
FS 12	69	23	L 6.55Am	46.48	FARGO JCT. ★	P	232.08	11.40	10.17Am	BJKO		DP	10.17	10.17						
FS 23	63		f 7.17	57.24	PROSPER	RO	220.68	10.44		DP		DP	10.05							
FS 29	69	32	A 7.30Am	67.68	VANCE		210.24	10.44	9.54	RYPJ		DP	9.54							
S 15			f 4.43	73.73	MASON		204.19	10.44	9.48	P		DP	9.48							
FS 41	118	10	L 6.20Am	85.57	ERIE JCT.		201.16	10.44	9.45	PJ		DP	9.45							
FS 53	142	27	f 6.37	97.62	NOLAN ★	W	192.35	12.05	9.37	PIDNJ		DP	9.37							
FS 60	183	34	f 6.50	105.01	PILLSBURY	BX	180.30	12.05	9.26	DP		DP	9.26							
FS 67		46	f 7.01	111.37	LUVERNE	NE	172.91	12.05	9.20	DP		DP	9.20							
FS 73	133	26	f 7.09	117.76	KARNAK	NA	166.55	12.05	9.14	DP		DP	9.14							
FS 80	139	33	f 7.28	131.16	HANNAFORD ★	HO	160.16	12.05	9.08	IDNP		DP	9.08							
FS 93		52	f 7.40	138.13	SUTTON	SU	146.76	12.05	8.53	DP		DP	8.53							
FS 100	143	33	f 7.52	144.69	GLENFIELD	GD	139.79	12.05	8.46	DP		DP	8.46							
FS 106		45	f 8.03	151.13	JUANITA ★	JA	133.23	12.05	8.40	DP		DP	8.40							
FS 113	146	33	f 8.28	157.52	GRACE CITY	G	126.79	12.05	8.34	DP		DP	8.34							
FS 118	136	32	f 8.35	163.27	BRANTFORD	BF	120.40	12.05	8.28	DP		DP	8.28							
FS 124	210	527	A 8.50	169.11	DUNDAS		114.65	12.05	8.23	P		DP	8.23							
FS 137	160	35	f 9.55	181.60	NEW ROCKFORD ★	KO	108.81	12.05	8.17	IRDN		DP	8.17							
FS 143		43	f 10.04	187.71	BREMEN	BN	96.32	12.05	7.59	DP		DP	7.59							
FS 149	141	31	f 10.12	194.12	HANBERG	MA	90.21	12.05	7.54	DP		DP	7.54							
FS 155	141	33	f 10.20	200.22	HEIMDAL	HD	83.80	12.05	7.49	DP		DP	7.49							
FS 162	141	33	f 10.28	206.54	WELLSBURG	WX	77.70	12.05	7.44	DP		DP	7.44							
FS 177	191	34	f 10.50	221.85	SELZ ★	Z	71.38	12.05	7.39	DP		DP	7.39							
FS 187	179	34	f 11.05	231.60	AYLMER ★	MR	56.07	12.05	7.24	DPN		DP	7.24							
FS 200	178	33	f 11.20	244.42	GUTHRIE	GU	46.32	12.05	7.02	DP		DP	7.02							
FS 212	185	33	f 11.37	256.70	KARLSRUHE ★	RA	33.50	12.05	6.33	DP		DP	6.33							
519	50		A 11.59Am	270.69	SIMCOE	SC	21.22	12.05	6.33	DP		DP	6.33							
521				274.09	SURREY		7.23	12.05	6.33	PIJX		DP	6.33							
523		221		275.43	J.D. SWITCH	GY	3.83	12.05	6.33	IP		DP	6.33							
526	Yard	4325		277.92	C.K. SWITCH		2.40	12.05	6.33	PXI		DP	6.33							
					MINOT ★	AD		12.05	6.33	IRDN		DP	6.33							

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. 103			Telegraph Calls	Distance from Bannville	SIGNS	FIRST CLASS			SECOND CLASS				
	Sidings	Other Tracks		219	27	31		Effective September 30, 1962						28	32	220					
								Daily Ex. Sun.	Daily	Daily								Daily	Daily	Daily Ex. Sun.	
526	Yard	4325	L	7.30Am	L	7.01Pm	L	7.10Am	4.31	ABS	MINOT.....★	AD	158.34	IRDNPW YKQXB	A	6.10Am	A	9.12Pm	A	6.00Pm	
									4.94		W. L. SWITCH.....		154.03	IP		5.59		8.59			
538	58	16	s	7.55					13.47		GASSMAN SWITCH.....		153.40	IP							
549	128	183	s	8.11		7.28	7.41		22.34		DES LACS.....	DE	144.87	DP					s	5.28	
											BERTHOLD.....★	BD	136.00	DPR		5.38		8.38		s	5.05
			A	8.15Am					22.58		CROSBY LINE JCT.....		135.76	JPX						L	5.00Pm
558	141	15							32.05		TAGUS.....		126.29	P							
565	191	11							38.87		BLAISDELL.....	BX	119.47	DP							
572	130	22							45.85		PALERMO.....	PA	112.49	DP							
	253					s	8.10	8.12	53.67		STANLEY.....★	SA	104.67	DNBPW	s	5.09		8.00			
	194	204								CTC	ROSS.....	VR	97.34	DP							
587	156	24							61.00		WHITE EARTH.....	WH	85.30	DP							
599	180	25							73.04		TIOGA.....★	OG	77.44	DNP	s	4.39		7.30			
609	108	456			s	8.38	8.40		80.90		TEMPLE.....		71.91	P							
614	131	17							86.43		RAY.....	RX	65.66	DP		4.25		7.18			
617	109	43				8.51	8.51		92.68		WHELOCK.....★	W	60.35	DP							
625	169	28							97.99		EPING.....	PG	55.18	DP							
631		101							103.16		SPRING BROOK.....		49.37	P							
633	96	17							108.97	ABS	AVOCA.....		43.79	P							
641						9.15	9.12		114.55		WILLISTON.....★	WN	38.10	RDNPW YKQXB	L	3.55	L	6.40			
647	Yard	1697			A	9.25	A	9.20	120.24		TRENTON.....★	ON	26.11	DP		A	2.45	A	5.30		
						L	8.45	L	8.30		SNOWDEN.....★	B	12.18	JPY							
659	290	29							132.23	CIC	BAINVILLE.....★			DJPY	L	2.00Am	L	4.40Pm			
676	289	91				A	9.30Pm	A	9.15Am												
685	161	245							158.34												
				.45		3.29	3.05									3.10	3.32			1.00	
				30.1		45.50	51.4									50.0	44.8			22.6	
Time Over Subdivision Average Speed Per Hour																					

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 103			Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective September 30, 1962				
				STATIONS				
676	289	91				SNOWDEN.....★	JPY	
VF 9		41	9.13			DORE.....	D DP	
VF14		72	14.29			FAIRVIEW.....	FA DJPXY	
VF25		166	24.78			SIDNEY.....	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 Trucks	Distance from Watford City	Time Table No. 103			Telegraph Calls	SIGNS
			Effective September 30, 1962				
			STATIONS				
VG 37	128					WATFORD CITY.....	DY
VG 29	40	7.40				ARNEGARD.....	D
VG 24	30	12.66				RAWSON.....	D
VG 19	39	17.54				ALEXANDER.....	D
VG 13	33	23.45				CHARBONNEAU.....	D
VG 6	30	31.31				CARTWRIGHT.....	D
VF 14	72	37.02				FAIRVIEW.....	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 8 THRU 12.

4 WESTWARD				FIFTH SUBDIVISION										EASTWARD					
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Breckenridge	Time Table No. 103				Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS	
	Sidings	Other Tracks	199		27		31		Effective September 30, 1962						32	14		200	
			Daily Ex. Sun.		Daily		Daily		STATIONS						Daily	Daily		Daily Ex. Sun.	
A214	Yard	1097	L	4.15Am	L	1.50Pm	L	2.22Am	0.99	BRECKENRIDGE.....★	BR	RDNXW	A	2.18Am	A	5.50Pm	A	4.01Pm	
R 1		136	f	4.20	s	1.53			1.19	0.99 WAHPETON.....	WH	PXDN		s	5.46	s	3.52		
								1.84	0.20 MILW. CROSSING.....		M								
R 8	138	32	f	4.30	A	1.56Pm	A	2.26Am	1.84	0.65 WAHPETON JCT.....		PJX	L	2.15Am	L	5.44Pm		3.47	
								7.84	6.00 DWIGHT.....	DT	DP							s	3.35
R14	70	20	f	4.40					14.45	6.61 GALCHUTT.....	GS	DP						s	3.20
R21	142	29	f	4.50					21.04	6.59 COLFAX.....	CX	DP						s	3.01
R28	70	29	f	4.58					27.23	6.19 WALCOTT.....	Q	DP						s	2.45
R36	139	71	f	5.05					35.17	7.94 KINDRED.....★	KR	DPW						s	2.30
R41		25	f	5.14					40.15	4.95 DAVENPORT.....	DV	IDP						s	2.10
									44.44	4.29 CHAFFEE LINE JCT.....		PJ							
R48	139	37	f	5.22					47.91	3.47 DURBIN.....	DU	DP						s	1.50
									55.58	7.87 CASSELTON TOWER.....★	CT	IDNFX							
R56	141	184	f	5.32					55.80	0.22 CASSELTON.....	A	DXP						s	1.35
				5.35					56.13	0.33 CASSELTON JCT.....		XYJPI							1.30
T 1	158	19	f	5.50					66.52	10.39 ABSARAKA.....	AX	DP						s	1.10
T 7		45	f	6.05					72.55	6.03 AYR.....	AY	DP						s	12.55
FS41	118		A	6.20Am					80.05	7.50 NOLAN.....★	W	RIDPNJ						L	12.35Pm
				2.05		.06		.04		Time Over Subdivision					.03		.06		3.26
				39.05		18.4		27.6		Average Speed Per Hour					36.8		18.4		23.4

WESTWARD				SIXTH SUBDIVISION										EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS				Distance from Casseilton Jct.	Time Table No. 103				Telegraph Calls	SIGNS	SECOND CLASS				
	Sidings	Other Tracks	(342)		(341)			Effective September 30, 1962						(341)	(342)			
			369		367			STATIONS						368	370			
			Daily Ex. Sun.		Daily Ex. Sun.								Daily Ex. Sun.	Daily Ex. Sun.				
R 63		46	L	2.40Pm	L	7.55Am	6.62	CASSELTON JCT.....		PXYJ			A	3.87	A	3.89		
FS 23	63		A	2.45Pm	A	8.00Am	8.77	0.92 AMENIA.....		MY	DP		L	7.45Am	L	2.30Pm		
											IRPYJ							
				.05		.05		Time Over Subdivision					.05		.05			
				25.8		25.8		Average Speed Per Hour					25.8		25.8			

WESTWARD SEVENTH SUBDIVISION EASTWARD						
Station Numbers	Capacity of Tracks	Distance from Northgate Line Jct.	Time Table No. 103			Telegraph Calls
			Effective September 30, 1962			
			STATIONS			
VE 8	20	8.01	NORTHGATE LINE JCT.	YJ		
			8.01 BOWBELLS.....	BE	D	
VE21	104	21.01	13.00 NORTHGATE.....	NO	D	
		21.46	0.45 BOUNDARY LINE.....	J		

WESTWARD EIGHTH SUBDIVISION EASTWARD						
Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 103			Telegraph Calls
			Effective September 30, 1962			
			STATIONS			
ER 46	25	11.59	CHAFFEE LINE JCT.	PJ		
			11.59 CHAFFEE.....	D		

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 8 THRU 12.

WESTWARD NINTH SUBDIVISION EASTWARD

WESTWARD TENTH SUBDIVISION EASTWARD 5

Station Numbers	Car Capacity		SECOND CLASS	Distance from Crosby Line Jct.	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			219	Effective September 30, 1962				220
			Daily Ex. Sun.		STATIONS				Daily Ex. Sun.
VB 7	21		L 8.15Am		CROSBY LINE JCT.		PJX	A 5.00Pm	
VB21	35		s 8.30	6.72	HARTLAND	HN	D	s 4.40	
VB28	35		s 9.00	20.28	COULEE	C	D	s 4.05	
VB84	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	
				56.85	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	NOOMAN	NX	DYX	s 1.40	
VB89	126	A	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	

Station Numbers	Capacity of Tracks	SECOND CLASS	Distance from Grenora Line Jct.	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS
				177	Effective September 30, 1962				178
		Mon., Wed., Fri.		STATIONS				Daily Ex. Sun.
				L 6.05Am	GRENORA LINE JCT.		PJY	A 11.05Am
VD13	34		s 6.30	11.66	LOSTWOOD		DP	s 10.45
VD26	44		s 7.15	24.52	POWER'S LAKE		DP	s 10.10
VD33	23		s 7.35	31.60	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	57.18	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	74.53	ZAHL		DP	s 7.40
VD82	35		s 10.20	80.17	HANKS		DP	s 7.25
VD88	105	A	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. 103		Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		371		Effective September 30, 1962	372			Daily Ex. Sun.	
				Daily Ex. Sun.		STATIONS					
885				L 8.25Am		BAINVILLE	B	DJPRY	A 3.06Pm		
VC 11	41	22		s 8.52	10.64	McCABE	MC	DP	s 2.39		
VC 19		34		s 9.14	19.30	FROID	FD	DP	s 2.17		
26		40		s 9.30	25.60	HOMESTEAD	HO	DP	s 2.01		
VC 32		34		s 9.45	31.62	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	SCOBAY	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		
VC120		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 8 THRU 12.

6 WESTWARD

TWELFTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS				Distance from Devils Lake	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS							
	Sidings	Other Tracks				3						Daily	4				Daily		
408	Yard	679					L 4.16pm		DEVILS LAKE	WS	BDNJKO VPRXYZ	A	11.42Am						
415	73	16					4.25	7.10	GRAND HARBOR		P		11.35						
421	76	33					4.30	12.08	PENN	PN	DP		11.30						
427	129	128					f 4.35	18.85	CHURCHS FERRY	FY	DJPRXY	f	11.25						
438	161	29					s 4.47	30.27	LEEDS	JD	DP	s	11.14						
445	81	48					4.55	36.59	YORK	XN	DJPRXY		11.06						
451	66	34					5.01	42.68	KNOX	OX	DP		11.00						
456	70	37					5.07	48.11	PLEASANT LAKE	A	DP		10.54						
465	124	307					s 5.21	57.14	RUGBY	RU	BDNJK OPRXY	s	10.40						
471	70	18					5.27	62.36	TUNBRIDGE		P		10.32						
477	71	29					5.33	68.65	BERWICK	BK	DP		10.25						
484	157	119					s 5.42	76.12	TOWNER	OW	DJPRXY	s	10.17						
492	70	17					5.51	84.83	DENBIGH		P		10.07						
504	70	140					6.05	96.98	GRANVILLE	J	DJPRXY		9.54						
512	71	28					6.15	103.84	NORWICH	CH	DP		9.47						
519		36					A 6.25pm	111.07	SURREY		PIJ	L	9.39Am						
							2.09						2.03						
							52.71						54.2						
												Time Over Subdivision Average Speed Per Hour							

THIRTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks					
427	129	128			CHURCHS FERRY	FY	DJPRXY
X7		25	7.37		MAZA	Z	D
X15	57	98	15.38		CANDO	CN	D
X28		35	27.84		SOO LINE CROSSING BISBEE	BS	DVU
X35		35	35.16		PERTH	RH	D
X48		41	47.41		ROLLA	RO	D
X55		27	54.82		ST. JOHN	SJ	DY

FOURTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS
XB14	35	14.33		WOLFORD		D
XB21	9	20.92		NANSON		D
XB28	45	27.34		ROLETTE SOO LINE CROSS'G.		DU
XB34	36	34.19		THORNE		D
XB42	89	41.94		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	SECOND CLASS		Distance from Rugby	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
		347	Daily except Sun.						348	Daily except Sun.
465	307	L	5.00Am	.....	.....	RUGBY.....★	RU	BDNJKP	A	3.45Pm
V13	36	s	5.30	12.76	.....	BARTON.....	BN	ORXY	s	3.10
V21	36	s	5.55	21.21	.....	WILLOW CITY.....	WC	D	s	2.45
V30	11	s	6.15	28.58	.....	OMEMEE.....	.....	VU	s	2.20
V38	119	A L	6.35 7.45	38.10	.....	SOO LINE CROSS'G. BOTTINEAU.....	BO	D	L A	2.00 1.19
V45	29	s	8.05	44.76	.....	CARBURY.....	CB	D	s	1.05
V51	46	s	8.30	51.10	.....	SOURIS.....	SU	D	s	12.45
V56	22	s	8.50	56.63	.....	ROTH.....	HO	D	s	12.25
V62	27	s	9.10	61.72	.....	LANDA.....	NA	D	s	12.05Pm
V67	97	s	9.40	67.53	.....	WESTHOPE.....	WS	D	s	11.40
V80	46	A	10.10Am	80.24	.....	ANTLER.....	AR	BDRY	L	10.35Am

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS
XA13	38	13.00	.....	DEERING.....	DR	D
XA25	36	24.47	.....	GLENBURN.....	GX	D
XA35	47	35.27	.....	LANSFORD.....	S	DVU
XA46	112	46.36	.....	SOO LINE CROSS'G. MOHALL.....	MO	D
XA52	13	54.01	.....	LORAIN.....	RI	D
XA61	79	61.22	.....	SHERWOOD.....	WD	DY

SIXTEENTH SUBDIVISION 7
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS
XD14	28	14.16	.....	BANTRY.....	BA	RXY
XD22	35	22.14	.....	UPHAM.....	AU	D
XD35	45	30.86	.....	SOO LINE CROSS'G. NEWBURG.....	.....	U
XD46	61	34.82	.....	MAXBASS.....	BR	D
		45.46	.....		MX	DY

EIGHTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatum Line Jct.	Time Table No. 103 Effective September 30, 1962	STATIONS	Telegraph Calls	SIGNS

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.

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 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.
 C K Switch.....Crossover between main track and
 eastward freight track.
 W. L. Switch...End of double track east end Gass-
 man Bridge.
 Gassman End of double track west end Gass-
 Switch.....man 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 sid-
 ings 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 sid-
 ing.
 Breckenridge...West siding switch and crossover east
 end of yard between east and west
 bound main lines.
 Nolan.....Junction switch First to Fifth Sub-
 division.

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:
 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 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 26, 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 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.

4. Brakmen 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. 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.

7. 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.

8. 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.

9. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employes to the extent that a watch certificate form is no longer required. Watches of employes 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: Employes 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, and Ball Official Standard wrist watch, 1604 B, stainless steel, 13/0 Ligne, 21 jewel.

10. 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.

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 1.85 miles east of		
Lurgan	60 MPH	35 MPH
Between Home Signals of Interlockings at:		
New Rockford, eastward trains over N.P. crossing.		20 MPH
Minot, all trains over footwalk just east of depot		10 MPH

3. TRAIN REGISTER EXCEPTIONS.

Nos. 31, 32, 27 and 28 will register by ticket at New Rockford. Minot, first class trains, passenger extras, and Train 200 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).

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

(a) Fargo—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).
(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. 368 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 clearance there.

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

5. SPEED TEST BOARDS.

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

Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.
Eastward trains, between MP 117 and MP 116, approximately 2 miles east of Dundas.
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.

7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, at signal 317.1 approximately 3 miles west of Luverne.
Eastward trains, on 10 foot mast 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, at signal 458.5, approximately one mile east of Verendrye depot.

8. MANUAL INTERLOCKINGS.

N. P. Ry. crossingMoorhead Jct.
Whistle signal for routes:
Moorhead Jct., First Subdivision1 long, 1 short
Siding3 long, 1 short
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, Casselton Line east1 long.
Surrey Line east2 long, 1 short
Surrey Line west1 long, 1 short
Dakota Division west3 long, 1 short
Siding2 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.

- CMStP&P. RR. crossing1.85 miles east of Lurgan Junction with Sixth Subdivision Vance N. P. Ry. crossing New Rockford MStP&SSM. RR. crossing5.88 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.**
- 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.

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

3. ENGINE RESTRICTIONS.

Engines heavier than GP-9 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.

Berthold—Register for Ninth Subdivision trains only.

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 will clear the train at Bainville. Butte Division trains must obtain their Butte Division Clearance at Williston which will clear 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.

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

6. RESTRICTED CLEARANCES.

Loading Ramp located 12 cars from South end of West track. Blaisdell Pit, will not clear Engine, or man on side of cars.

7. SPEED TEST BOARDS.

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

Westward trains, between MP 19 and MP 20, approximately 1 mile west of Lone Tree.

Eastward trains, between MP 90.5 and MP 91.5, approximately 3 miles east of Ray.

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

8. CROSSOVERS ON DOUBLE TRACK.

Trailing Point

Spring Brook.

9. MANUAL INTERLOCKINGS.

MStPSSM. 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. |
13. **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	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	85 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-9 engines are the heaviest permitted on Third, Fourth, Eighth and Eleventh Subdivisions. Engines heavier than GP-9 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 Jct.

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
-----------	----------------------------

13. 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
Northgate Line Jct. and Northgate
Chaffee Line Jct. and Chaffee
Grenora Line Jct. and Grenora
Bainville and Opheim

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

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Devils Lake and Surrey	79 MPH	50 MPH
Churchs Ferry and St. John		25 MPH
York and Dunseith		25 MPH
Rugby to West Switch West Hope		30 MPH
West Switch West Hope to Antler		20 MPH
Towner and Maxbass		20 MPH
Granville and Sherwood		25 MPH

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

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

(a) 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.

Antler, Clearance under which No. 347 arrives will clear No. 348.

(b) 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.

SPEED TABLE

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	Capacity Cars	Switch Opens
First Subdivision			
Lurgan	5.41 miles west of Wahpeton Jct.	40	East & West
Brushvale	1.95 miles west of Lurgan	22	East & West
Rustad	5.18 miles west of Comstock	36	East & West
Finkle	5.52 miles west of Rustad	35	East & West
Mason Pit Spur	1.62 miles east of Erie Jct.	38	East
Falsen Pit	9.45 miles east of Simcoe	122	East
Clifton	8.28 miles east of Aylmer	3	East
Newman	4.14 miles west of Prosper	50	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	70	East & West
Genoa	6.41 miles west of Simcoe	34	East & West
ICBM Spur	2.60 miles west of Surrey	76	East
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			
Staline Beet Spur	3.43 miles east of Dore	21	East & West
Cowles Beet Track	2.31 miles west of Dore	19	East & West
Ludington Beet Track	8.82 miles east of Sidney	34	East & West
Woolley 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	1.67 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
TXL Track	1.00 miles east of Lignite	31	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
Hunts Gas Track	3.00 miles east of McGregor	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	7.48 miles east of Scobey	25	East & West
Twelfth Subdivision			
Niles	4 miles east of Leeds	20	East & West
Thirteenth Subdivision			
Considine	6.29 miles west of Cando	35	Both Ends
Fourteenth Subdivision			
Hong	7.24 miles west of York	15	Both Ends
Fifteenth Subdivision			
Leverich	6.34 miles west of Rugby	10	Both Ends
Kuroki	6.00 miles west of Westhope	21	Both Ends
Sixteenth Subdivision			
Dunning	5.95 miles west of Newberg	15	Both Ends
Seventeenth Subdivision			
Deering Pit	2 miles west of Deering	20	East & West
Wolseth	4.99 miles west of Deering	15	Both Ends
Forfar	5.26 miles west of Glenburn	26	Both Ends