

**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. Milton O. Berg .....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. R. D. Harper .....Sidney, Montana
  - Dr. A. H. Lamal .....Watford City, Mont.
  - \*Dr. Harold Messinger .....Plentywood, Mont.
  - \*Dr. W. F. Sihler .....Devils Lake, N. D.
  - 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. E. T. Keller .....Rugby, N. D.
  - \*Dr. O. W. Johnson .....Rugby, N. D.
  - Dr. A. B. Lund .....Leeds, N. D.
  - Dr. A. R. Neuenchwander .....Rolla, N. D.
  - Dr. F. W. Allport .....Towner, N. D.
  - Dr. E. E. Greene .....Westhope, N. D.
- \*Designates also Examining Surgeon.

**OPHTHALMIC SURGEONS  
(Eye Doctors)**

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

- R. R. Conway, Chief Dispatcher.
- H. J. Berkeland, Master Mechanic.
- R. J. Seeley, Traveling Engineer.
- N. P. Moylan, Traveling Engineer.
- W. J. Adkins, Traveling Engineer.
- T. R. Hamilton, Traveling Engineer.
- 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 106

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

**Sunday, Sept. 29, 1963**

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 Wapeton Jct.	Time Table No. 106 Effective Sept. 29, 1963	STATIONS	Telegraph Culls	Distance from Minot	SIGNS	FIRST CLASS				SECOND CLASS	
	Siding	Other Tracks	199		3	27	31	28	4							32	14	200	Daily Ex. Sun.		
			Daily	Ex. Sun.	Daily	Daily	Daily													Daily	Daily
P14	90	43				L 1.56Pm	L 2.20Am		12.39	WAPETON Jct.	277.92	PJ				A 2.07Am	A 5.44Pm				
P23	89	49				2.08	2.32		12.39	KENT	265.53	DP				1.54	5.33				
P29		78				2.16	2.40		28.21	WOLVERTON	256.52	DP				1.44	5.25				
						2.22	2.46		42.91	COMSTOCK	246.71	DP				1.36	5.19				
	147	144				A 2.36Pm	A 3.00Am			MOORHEAD Jct.	235.01	IDNP XJ				L 1.20Am	L 5.05Pm				

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

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS			Distance from Moorhead Jct.	Time Table No. 106 Effective Sept. 29, 1963	STATIONS	Telegraph Culls	Distance from Minot	SIGNS	FIRST CLASS				SECOND CLASS	
	Siding	Other Tracks	199		3	27	31	28	4							32	14	200	Daily Ex. Sun.		
			Daily	Ex. Sun.	Daily	Daily	Daily													Daily	Daily
242						L 2.58Pm	L 3.24Am		45.84	FARGO JCT. ★	232.08	BJKO RWXY	A 9.59Am			A 12.58Am					
FS 12	69	23				3.10	3.34		57.24	PROSPER	220.68	DP	9.49			12.47					
FS 23	68					3.22	3.42		67.68	VANCE	210.24	RYPJ	9.39			12.37					
FS 29	69	32				3.29	3.47		73.73	MASON	204.19	P	9.34			12.31					
S 15						3.32	3.50		76.78	ERIE JCT.	201.16	PJ	9.31			12.27					
FS 41	118	10				L 6.20Am		3.41	85.57	NOLAN ★	192.35	PIDNJ	9.23			12.17			A 12.35Pm		
FS 53	142	27				f 6.37		3.53	97.62	PILLSBURY	180.30	DP	9.12			12.06Am			A 12.05Pm		
FS 60	133	34				f 6.50		4.01	105.01	LUVERNE	172.91	DP	9.05			11.59			s 11.50		
FS 67		46				f 7.01		4.09	111.37	KARNAK	166.55	DP	9.00			11.53			s 11.30		
FS 73	133	26				f 7.09		f 4.15	117.78	HANNAFORD ★	160.16	IDNP	s 8.54			11.47			s 11.15		
FS 80	139	33				f 7.28		4.28	131.16	SUTTON	146.76	DP	8.40			11.36			s 10.55		
FS 93		52				f 7.40		4.35	138.13	GLENFIELD	139.79	DP	8.34			11.30			s 10.35		
FS 100	143	33				f 7.52		4.41	144.69	JUANITA ★	133.23	DP	8.28			11.24			s 10.20		
FS 106		45				f 8.03		4.47	151.13	GRACE CITY	126.79	DP	8.23			11.18			s 10.05		
FS 118	146	33				f 8.17		4.53	157.52	BRANTFORD	120.40	DP	8.17			11.12			s 9.50		
FS 118		32				f 8.35		4.58	163.27	DUNDAS	114.65	P	8.12			11.07			f 9.40		
FS 124	210	527				A 8.50		A 5.03	169.11	NEW ROCKFORD ★	108.81	IRDN PBK WXY	L 8.07			L 11.01			L 8.30		
FS 137	180	35				L 9.35		L 5.10	181.60	BREMEN	96.32	DP	7.48			A 10.55			A 7.50		
FS 143		43				f 9.55		5.22	187.71	HAMBERG	90.21	DP	7.43			10.44			s 7.25		
FS 149	141	31				f 10.04		5.27	194.12	HEIMDAL	83.80	DP	7.38			10.38			s 7.10		
FS 155		51				f 10.12		5.32	200.22	WELLSBURG	77.70	DP	7.33			10.32			s 6.56		
FS 162	180	33				f 10.20		5.37	208.54	SELZ ★	71.38	DP	7.28			10.27			s 6.45		
FS 177	191	34				f 10.28		5.42	221.85	AYLMER ★	66.07	DPN	7.15			10.21			s 6.35		
FS 187	179	34				f 10.50		5.55	231.60	GUTHRIE	46.32	P				10.07			s 6.08		
FS 200	178	33				f 1.05		6.13	244.42	KARLSRUHE ★	33.50	DP	6.54			9.48			s 5.35		
FS 212	185	33				f 1.20		6.28	256.70	SIMCOE	21.22	DP							s 5.07		
519	50					A 11.59Am	L 6.25Pm	6.35	270.69	SURREY	7.23	PIJX	6.30		A 9.39Am	9.25			s 4.35		
521								6.51	274.09	J.D. SWITCH	3.83	IP							s 4.15		
523		221							275.43	C.K. SWITCH	2.49	PXI IRDN PWKO XBY									
526	Yard	4325						A 6.35Pm	277.92	MINOT ★			L 6.15Am	L 9.30Am	L 9.15Pm				L 4.00Am		
						5.39	.10	4.49	4.39				3.44	.09	4.52	.39	8.35				
						34.4	43.4	57.89	59.77				62.1	48.2	57.11	66.0	22.4				

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. 106			Telegraph Calls	Distance from Bairville	SIGNS	FIRST CLASS			SECOND CLASS
	Siding	Other Tracks		219	27	31		Effective September 29, 1963						28	32	220	
								Daily	Daily	Daily							
<b>STATIONS</b>																	
526	Yard	4325	L 7.30Am	L 7.01Pm	L 7.10Am	4.31	ABS	MINOT	★	AD	153.13	IRDNPW	A 6.00Am	A 9.00Pm	A 6.00Pm		
						4.31		W. L. SWITCH				153.84	IP	5.49	8.50		
538	58	16	s 7.55			13.47	ABS	GASSMAN SWITCH			153.21	IP					
549	128	183	A 8.11Am	7.28	7.41	22.34		DES LACS	★	DE	144.68	DP			s 5.28		
							ABS	BERTHOLD	★	BD	135.81	JDPR	5.28	8.32	L 5.05Pm		
558	141	15				32.05		TAGUS				126.18	P				
565	191	11				38.87	ABS	BLAISDELL		BX	119.28	DP					
572	130	22				45.85		PALERMO		PA	112.30	DP					
580	258	204		s 8.10	8.12	53.67	ABS	STANLEY	★	SA	104.48	DNPBWY	s 4.50	7.54			
								ROSS		VR	97.15	DP					
609	108	456		s 8.38	8.40	80.90	CTC	WHITE EARTH		WH	85.11	DP					
614	131	17				86.43		TIOGA	★	OG	77.25	DNP	s 4.20	7.24			
617	109	43				92.88	ABS	TEMPLE			71.72	P					
								RAY		RX	65.47	DP	4.08	7.12			
625	160	28				97.96	ABS	WHELOCK	★	W	60.18	DP					
631		101				103.00		EPPING		PG	55.14	DP					
633	96	17				108.74	ABS	SPRING BROOK			49.40	P					
641						114.35		AVOCA			43.79	P					
647	Yard	1697		A 9.25	A 9.20	120.04	ABS	WILLISTON	★	WN	38.10	RDNPW	L 3.30	L 6.40			
								WILLISTON		WN			A 2.20	A 5.30			
659	290	29		L 8.45	L 8.30	132.03	CTC	TRENTON		ON	26.11	DP					
676	289	91				145.94		SNOWDEN	★			12.18	JPY				
685	161	245		A 9.30Pm	A 9.10Am	153.13	CTC	BAIRVILLE	★	B		DJPY	L 1.40Am	L 4.50Pm			
			.41	3.29	3.00		Time Over Subdivision Average Speed Per Hour					3.20	3.10	.55			
			32.85	45.40	52.71								47.5	49.95	24.32		

**WESTWARD THIRD SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 106			Telegraph Calls	SIGNS
	Siding	Other Tracks		Effective September 29, 1963				
				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	NEWLON JCT.				JP
VF51		35	50.75	LAMBERT				D
VF74		92	74.15	RICHEY				DY

**WESTWARD FOURTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 106			SIGNS
			Effective September 29, 1963			
			STATIONS			
VG 37	128		WATFORD CITY			DY
VG 29	40	7.40	ARNEGARD			D
VG 24	30	12.06	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. 106 Effective September 29, 1963	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS		
	Sidings	Other Tracks	199			27								31			32	14	200
			Daily Ex. Sun.			Daily								Daily					
A214	Yard	1097	L	4.15Am	L	1.50Pm	L	2.17Am	0.09	BRECKENRIDGE.....★	BR	RDNW	A	2.11Am	A	5.50Pm	A	4.01Pm	
R 1		186	f	4.20	s	1.53			0.99	.....WAPETON	WH	KOYB						s	3.52
R 8	138	32	f	4.30	A	1.56Pm	A	2.20Am	1.84	.....WAPETON JCT.		PDNM	L	2.07Am	L	5.44Pm		s	3.47
									7.84	.....DWIGHT	DT	DP						s	3.35
R14	70	20	f	4.40					14.45	.....GALCHUTT	GS	DP						s	3.20
R21	142	29	f	4.50					21.04	.....COLFAX	CX	DP						s	3.01
R28	70	29	f	4.58					27.23	.....WALCOTT	Q	DP						s	2.45
R36	139	71	f	5.05					35.17	.....KINDRED.....★	KR	DPW						s	2.30
R41		25	f	5.14					40.15	.....DAVENPORT	DV	IDP						s	2.10
									44.44	.....CHAFFEE LINE JCT.		PJ							
R48	139	37	f	5.22					47.91	.....DURBIN	DU	DP						s	1.00
R56	141	184	f	5.32					55.80	.....CASSELTON.....★	A	NYDXPJI						s	1.35
T 1	158	19	f	5.50					66.52	.....ABSAKAKA	AX	DP						s	1.10
T 7		45	f	6.05					72.55	.....AYR	AY	DP						s	12.55
FS41	118		A	6.20Am					80.05	.....NOLAN.....★	W	RIDPNJ						L	12.35Pm
				2.05 39.05		.06 18.4		.03 36.80		Time Over Subdivision Average Speed Per Hour				.04 27.6		.06 18.4		3.26 23.4	

**WESTWARD SIXTH SUBDIVISION EASTWARD**

Station Numbers	Car Capacity		Time Table No. 106 Effective September 29, 1963			Distance from Casselton	STATIONS	Telegraph Calls	SIGNS
	Sidings	Other Tracks							
R 56		184				6.62	CASSELTON.....	A	DNPXYJI
R 63		46				8.77	.....AMENIA	MY	DP
FS 23		63					.....VANCE		IRPYJ
							Time Over Subdivision Average Speed Per Hour		

**WESTWARD SEVENTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Niobe	Time Table No. 106 Effective September 29, 1963		Telegraph Calls	SIGNS
			STATIONS			
VB34	62		.....NIOBE.....	NB	YJRD	
VE 8	20	8.29	.....BOWBELLS.....		DI	
VE21	104	21.29	.....NORTHGATE.....		D	
		21.74	.....BOUNDARY LINE.....		J	

**WESTWARD EIGHTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 106 Effective September 29, 1963		Telegraph Calls	SIGNS
			STATIONS			
R 46	25	11.59	.....CHAFFEE LINE JCT.....		PJ	
			.....CHAFFEE.....		D	

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

**WESTWARD NINTH SUBDIVISION EASTWARD**

Station Numbers	Car Capacity		SECOND CLASS	Distance from Berthold	Time Table No. 106				Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			219	Effective September 29, 1963	STATIONS	Daily Ex. Sun.			
549	183	L	8.15Am		.....	.....	.....	.....	.....	.....	.....
VB21	35	s	9.00	20.52	.....	.....	.....	.....	.....	.....	.....
VB28	35	s	9.15	27.54	.....	.....	.....	.....	.....	.....	.....
VB34	32	30	s	9.30	34.17	.....	.....	.....	.....	.....	.....
VB41	32	29	s	9.45	40.88	.....	.....	.....	.....	.....	.....
VB55	43	38	s	10.15	55.09	.....	.....	.....	.....	.....	.....
					57.09	.....	.....	.....	.....	.....	.....
VB66	16	s	10.45	65.16	.....	.....	.....	.....	.....	.....	.....
VB69	32	s	10.57	68.82	.....	.....	.....	.....	.....	.....	.....
VB76	32	s	11.20	75.53	.....	.....	.....	.....	.....	.....	.....
39	126	A	12.05Pm	88.70	.....	.....	.....	.....	.....	.....	.....
			3.50 28.1		Time Over Subdivision Average Speed Per Hour						4.00 22.1

**WESTWARD TENTH SUBDIVISION EASTWARD 5**

Station Numbers	Capacity of Tracks	SECOND CLASS	Distance from Stanley	Time Table No. 106				Telegraph Calls	SIGNS	SECOND CLASS	
				177	Effective September 29, 1963	STATIONS	Daily Ex. Sun.				178
580	204	L	6.05Am		.....	.....	.....	.....	.....	.....	
VD13	34	s	6.30	11.66	.....	.....	.....	.....	.....	.....	
VD26	44	s	7.15	24.52	.....	.....	.....	.....	.....	.....	
VD33	23	s	7.35	31.60	.....	.....	.....	.....	.....	.....	
VD40	37	s	7.55	37.98	.....	.....	.....	.....	.....	.....	
VD52	39	s	8.45	50.28	.....	.....	.....	.....	.....	.....	
VD59	25	s	9.05	57.16	.....	.....	.....	.....	.....	.....	
VD66	35	s	9.25	64.25	.....	.....	.....	.....	.....	.....	
VD71	27	s	9.45	69.75	.....	.....	.....	.....	.....	.....	
VD76	35	s	10.01	74.53	.....	.....	.....	.....	.....	.....	
VD82	35	s	10.20	80.17	.....	.....	.....	.....	.....	.....	
VD88	105	A	10.40Am	86.49	.....	.....	.....	.....	.....	.....	
			4.35 18.87		Time Over Subdivision Average Speed Per Hour						3.55 22.1

**WESTWARD**

**ELEVENTH SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		SECOND CLASS				Distance from Bainville	Time Table No. 106				Telegraph Calls	SIGNS	SECOND CLASS						
	Sidings	Other Tracks				371		Effective September 29, 1963	STATIONS	Daily Ex. Sun.	372									
685							L	8.25Am		.....	.....	.....	B	DJPRY	A	3.06Pm				
VC 11	41	22					s	8.52	10.64	.....	.....	.....	MC	DP	s	2.39				
VC 19		34					s	9.14	19.30	.....	.....	.....	FD	DP	s	2.17				
26		40					s	9.30	25.66	.....	.....	.....	HO	DP	s	2.01				
VC 32		34					s	9.45	31.62	.....	.....	.....	MK	DP	s	1.45				
VC 39		25					s	10.04	39.12	.....	.....	.....	RS	DP	s	1.26				
VC 45		25					s	10.20	45.40	.....	.....	.....	AN	DP	s	1.10				
VC 53	40	125					s	10.50	53.40	.....	.....	.....	NY	DPX	s	12.50Pm				
VC 71		35					s	11.30	73.42	.....	.....	.....	RD	DP	s	11.30				
VC 85		35					s	12.27Pm	85.38	.....	.....	.....	FX	DP	s	10.30				
VC 98	37	126					s	1.20	97.97	.....	.....	.....	SC	DPX	s	9.50				
VC106		24					s	1.50	106.50	.....	.....	.....	FO	DP	s	9.20				
VC118		35					s	2.35	118.01	.....	.....	.....	PR	DP	s	8.45				
VC129		30					s	3.15	129.51	.....	.....	.....	CA	DP	s	8.10				
VC139		34					s	3.45	139.38	.....	.....	.....	G	DP	s	7.30				
VC147		122					A	4.15Pm	146.60	.....	.....	.....	OM	BDPRY	L	7.00Am				
								7.50 18.7		Time Over Subdivision Average Speed Per Hour							8.06 18.1			

Westward trains are superior to eastward trains of the same class on the 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. 106				Telegraph Calls	SIGNS	FIRST CLASS					
	Sidings	Other Tracks				3		Effective September 29, 1963						4					
							STATIONS												
408	Yard	679				L	4.16pm					WS	BDNJKO VPRXYZ	A	11.42Am				
415	73	16					4.25	7.10					P		11.35				
421	76	33					4.30	12.98				PN	DP		11.30				
427	129	128				f	4.35	18.95				FY	DJPRXY	f	11.25				
438	181	29				s	4.47	30.37				JD	DP	s	11.14				
445	81	48					4.55	36.69				XN	DJPRXY		11.06				
451	56	34					5.01	42.68				OX	DP		11.00				
456	70	37					5.07	48.21				A	DP		10.54				
465	124	248				s	5.21	57.24				RU	BDNJK OPRXY	s	10.40				
471	70	18					5.27	62.46					P		10.32				
477	71	29					5.33	68.75					P		10.25				
484	157	119				s	5.42	76.18				OW	DJPRXY	s	10.17				
492	70	17					5.51	84.98					P		10.07				
504	70	140					6.05	97.08				J	DJPRXY		9.54				
512	71	28					6.15	103.94					P		9.47				
519		36				A	6.25pm	111.17					PIJ	L	9.39Am				
							2.09	Time Over Subdivision						2.03					
							51.71	Average Speed Per Hour						54.2					

THIRTEENTH SUBDIVISION WESTWARD			EASTWARD									
Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 106				Telegraph Calls	SIGNS			
	Sidings	Other Tracks		Effective September 29, 1963								
			STATIONS									
427	129	128						FY	DJPRXY			
X15	57	98	15.38						D			
X28		35	27.84						DVU			
X35		35	35.16						D			
X48		41	47.41						D			
X55		27	54.82						DY			

FOURTEENTH SUBDIVISION WESTWARD			EASTWARD									
Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 105				SIGNS					
			Effective September 29, 1963									
			STATIONS									
445	129								DJPRXY			
XB14	35	14.33							D			
XB21	9	20.92							D			
XB28	45	27.34							DU			
XB34	36	34.19							D			
XB42	89	41.04							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. 106 Effective September 29, 1963	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
		347	Daily except Sun.						348	Daily except Sun.
465	248	L	5.00Am			RUGBY	RU	BDNJKP	A	3.45Pm
V13	36	s	5.30	12.76		BARTON		ORXY	s	3.10
V21	36	s	5.55	21.21		WILLOW CITY		D	s	2.45
V30	11	s	6.15	28.58		OMEMEE		VU	s	2.20
V38	110	L	6.35 7.45	38.10		BOTTINEAU		D	L A	2.00 1.19
V45	29	s	8.05	44.76		CARBURY		D	s	1.05
V51	46	s	8.30	51.10		SOURIS		D	s	12.45
V56	22	s	8.50	56.63		ROTH		D	s	12.25
V62	27	s	9.10	61.72		LANDA		D	s	12.05Pm
	97	s	9.40	67.53		WESTHOPE		D	s	11.40
	46	A	10.10Am	80.24		ANTLER		BDRY	L	10.35Am

**SEVENTEENTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 106 Effective September 29, 1963	STATIONS	Telegraph Calls	SIGNS
XA13	38	13.00		DEERING		D
XA25	36	24.47		GLENBURN		D
XA35	47	35.27		LANSFORD		DVU
XA46	112	46.36		MOHALL		D
XA61	79	61.22		SHERWOOD		DY

**SIXTEENTH SUBDIVISION** 7  
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tower	Time Table No. 106 Effective September 29, 1963	STATIONS	Telegraph Calls	SIGNS
XD14	28	14.16		BANTRY		RXY
XD22	35	22.14		UPHAM		D
XD35	45	30.86		SOO LINE CROSS'G.		U
XD46	61	34.82		NEWBURG		D
		45.46		MAXBASS		DY

**EIGHTEENTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tattman Line Jct.	Time Table No. 106 Effective September 29, 1963	STATIONS	Telegraph Calls	SIGNS
				TATMAN		

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 Jct. switch.  
 Nolan.....West siding switch.  
 New Rockford.....West yard lead.  
 Selz.....East and west siding switch.  
 Ayler.....East and west siding switch.  
 Guthrie.....East and west siding switch.  
 Simcoe.....East and west siding switch.  
 Surrey.....All switches.  
 C K Switch.....Crossover between main track and eastward freight track.  
 W. L. Switch.....End of double track east end Gassman Bridge.  
 Gassman Switch.....End of double track west end Gassman Bridge.  
 Des Lacs.....End double track.  
 Berthold.....East switch of control siding.  
 Palermo.....East and west siding switch.  
 Stanley.....East and west switches of control sidings north and south of main track.  
 Ross.....West switch of control siding.  
 Williston.....West yard lead.  
 Trenton.....East and west siding switch and all crossovers.  
 Snowden.....East and west siding switch and all crossovers.  
 Bainville.....East and west switches of control siding.  
 Nolan.....Junction switch First to Fifth Subdivision.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 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 28, 75 thru 162, 165 thru 170.
79 MPH.....	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH.....	All other diesel engine units.

- Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars and multi-level automobile cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.
- Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
- 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.
- 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.
- 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.
- Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employees will be inspected by Division Officers, Rules Examiners and other designated officers.



Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are Elgin B. W. Raymond Model, 13/0, size, 23 jewels, Ball Official Standard wrist watch, 1604 B, stainless steel, 13/0 Ligne, 21 jewel, Bulova Accutron Railroad Model and Hamilton 505.

9. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—in the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.
10. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.

## FIRST SUBDIVISION

(Main Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

### 2. SPEED RESTRICTIONS.

CMStP&P. RR. Crossing 3.56 miles west of Wahpeton Jct.	60 MPH	35 MPH
Between Home Signals of Interlockings at: 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 when directed by Train Order.

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

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

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

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.

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

Train No. 200 will obtain clearance at Soo Tower Minot Station.

### 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.  
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. crossing .....Moorhead Jct.

Whistle signal for routes:

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

Junction with Fifth Subdivision and Dakota Division.....Nolan

N. P. Ry. crossing .....Hannaford

At Hannaford dwarf signal and derail at east siding switch are interlocked. To enter siding, or to obtain proceed indication on dwarf to leave siding, hand throw switch equipped with electric lock must be used and instructions for operating electric lock posted in lock box must be complied with.

Whistle signal for routes:

Nolan, Casselton Line east .....1 long.  
Surrey Line east .....2 long, 1 short  
Surrey Line west .....1 long, 1 short  
Dakota Division west .....3 long, 1 short  
Siding .....2 short, 1 long

### 9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

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. crossing .....3.56 miles west of Wahpeton Jct.

Junction with Sixth Subdivision .....Vance

N. P. Ry. crossing .....New Rockford

MStP&SSM. RR. crossing .....5.88 miles west of Aylmer

At Vance, in making eastward train or engine movements from First Subdivision to Sixth Subdivision over the east leg of the wye, a member of the crew must observe light indicator mounted on release box on iron mast opposite wye track switch.

If indicator lamp is lighted, wye switch may be lined for movement to Sixth Subdivision, and if signal governing such movement indicates proceed train movement may be made immediately.

If indicator light is not lighted, a member of the crew must operate clockwork time release located in iron box on mast opposite wye switch marked "Release".

Instructions for operating clockwork release posted on inside cover of release box door. At west wye switch at Vance, leading from First Subdivision to Sixth Subdivision eastward train or engine movements will be governed by indication, Rule 240J-Fig. 1.

If signal does not indicate proceed after lining west wye switch for movement to Sixth Subdivision, a member of the crew must operate clockwork time release located in iron box fastened to the side of the instrument case on north side of track opposite signal, marked "Release".

Instructions for operating clockwork release are posted on inside of release box door.

### 11. RESTRICTED CLEARANCES.

Minot stock yards, account elevated tracks north of bulkheads, employees 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. Cross-over 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.
14. Train 200 will make station stop at Revere, Verendrye, Munster and Walden to handle milk and cream shipments. Walden and Verendrye will be flag stop for passengers for Train 199.

## SECOND SUBDIVISION

(Main Line)

<b>1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.</b>		
Between	Passenger	Freight
Minot and Bainville .....	79 MPH	60 MPH

<b>2. SPEED RESTRICTIONS.</b>
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).**  
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.  
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.

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.

**6. 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.

7. **CROSSOVERS ON DOUBLE TRACK.**  
Trailing Point  
Spring Brook.
8. **MANUAL INTERLOCKINGS.**  
MSTPSSM. R.R. crossing ..... Minot
9. **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.
10. 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.
11. 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 westward main track 8500 ft. west of end of double track.

12. **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

<b>1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.</b>		
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 .....		40 MPH
Casselton to Nolan .....	79 MPH	60 MPH
Casselton to Vance .....		30 MPH
Niobe and Northgate .....		20 MPH
Chaffee Line Jct. and Chaffee .....		20 MPH
Berthold and MP 42 .....		35 MPH
MP 42 and MP 76 .....		80 MPH

MP 76 and Crosby .....	40 MPH
Stanley and Grenora .....	30 MPH
Bainville and Opheim .....	35 MPH

## 2. SPEED RESTRICTIONS.

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

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

Wahpeton Jct., Vance, Chaffee Line Jct., Berthold, Stanley, Bainville, Snowden and Niobe. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

## 4. TRAIN REGISTER EXCEPTIONS.

Breckenridge, first class trains and passenger extras register by ticket at passenger station, other trains register at yard office. Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.

Nolan, register only for Nos. 199 and 200 who register by ticket. Vance, register is only for trains when directed by Train Order.

## 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. 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  
Niobe and Northgate  
Chaffee Line Jct. and Chaffee  
Stanley and Grenora  
Bainville and Opheim

## 14. The following manual block system rules are in effect on the 5th Subdivision between the 6th Subdivision Jct. switch at Casselton and Nolan.

The westward home signal at Sixth Subdivision Jct. switch Casselton and the Fifth Subdivision train order signal at Nolan also serve as Manual Block Signals and are to be kept in the position displaying the most restrictive indication, except when displayed for an immediate movement.

Block signals govern the use of blocks, but, do not dispense with the use or observance of other signals.

A passenger train will not be admitted to the block when occupied by another train, except under flag protection.

No train will be admitted to the block when occupied by an opposing train or by a passenger train, except under flag protection.

A train other than a passenger train will not be permitted to follow a train other than a passenger train into the block except when authorized by train order, and when such movement is authorized the following train must proceed prepared to stop short of a train or obstruction, but not to exceed 15 MPH.

The train dispatchers and operators are responsible for the proper operation of the Manual Block System, operators must maintain complete daily records in the block record book beginning at 12:01 AM daily, including train numbers, time block authority granted, and time trains enter and clear block.

A train must not enter into Manual Block System territory unless Clearance Form A is received, properly filled out, including information relative to the condition of block, whether (clear) or (occupied).

To admit a train to the block, the block record must be examined by the individual in charge of the block record at the station, if clear of trains, request permission for the block from the next block station in the following form: "Block for (train)". The individual at the station receiving this request must check the block record at his station and if clear, will enter the train number in his stations block record book and respond: "I have blocked for (train)". Block signal must be displayed in a Stop position and opposing trains must be held at that point until the train for which the block was given has arrived and cleared the block or a proper form of train order under the Manual Block Forms is received that permits a movement into the block. When permission to use the block has been obtained, the train may be cleared with Clearance Form A, inserting on the line which presently contains D-97 information, "Block clear to (station)".

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

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Devils Lake and Surrey .....	79 MPH	60 MPH
Churchs Ferry and St. John .....		25 MPH
York and Dunselth .....		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).

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.

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 Maxbaas
- Rugby and Antler
- York and Dunseith
- Churchs Ferry and St. John.
- Tatman Line Jct. and Tatman

8. SPEED TEST BOARDS.

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

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

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

9. Arrange flag protection for all movements where

Tatman Air base track crosses Highway 83.

**SPEED TABLE**

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Per Hour	Min.
	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
<b>First Subdivision</b>			
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 west 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 Noian	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
<b>Second Subdivision</b>			
Marley Beet Track	10.02 miles east of Snowden	38	East
Lonetree	4.12 miles west of Des Lacs	38	East & West
Pt. Buford	8.56 miles west of Trenton	41	East
Lakeside	5.76 miles west of Snowden	10	West
<b>Third Subdivision</b>			
Stataline 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
Wooley Beet Track	4.07 miles east of Sidney	33	East & West
Nohle	2.55 miles west of Snowden	14	East & West
Ridgelawn	4.11 miles west of Fairview	12	East & West
Enid	7.46 miles west of Lambert	42	East & West
<b>Fourth Subdivision</b>			
Hardy Beet Track	1.46 miles east of Fairview	61	East & West
<b>Fifth Subdivision</b>			
Addison	3.94 miles west of Davenport	32	East & West
Pitcairn	3.39 miles west of Galchutt	17	West
<b>Seventh Subdivision</b>			
Perella	6.79 miles west of Bowbells	24	East & West
<b>Eighth Subdivision</b>			
J. C. Jensen Spur Track	1.58 miles east of Chaffee	10	West
Lynchburg	4.43 miles east of Chaffee	26	East & West
<b>Ninth Subdivision</b>			
Hartland	13.56 miles east of Coulee	21	East & West
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
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
<b>Tenth Subdivision</b>			
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
<b>Eleventh Subdivision</b>			
Plentywood P. T. Track	3.94 miles west of Plentywood	32	East & West
Archer	6.86 miles east of Redstone	25	East & West
Navajo	6.51 miles west of Redstone	18	East & West
Madoc	7.43 miles east of Scobey	25	East & West
<b>Twelfth Subdivision</b>			
Niles	4 miles east of Leeds	20	East & West
<b>Thirteenth Subdivision</b>			
Considine	6.29 miles west of Cando	35	Both Ends
Maza	8.01 miles east of Cando	25	Both Ends
<b>Fourteenth Subdivision</b>			
Hong	7.24 miles west of York	15	Both Ends
<b>Fifteenth Subdivision</b>			
Leverich	6.34 miles west of Rugby	10	Both Ends
Kuroki	6.00 miles west of Westhope	21	Both Ends
<b>Sixteenth Subdivision</b>			
Dunning	5.95 miles west of Newberg	15	Both Ends
<b>Seventeenth Subdivision</b>			
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
Lorain	7.21 miles east of Sherwood	13	Both Ends