

**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. O. W. Johnson .....Rugby, N. D.
- Dr. J. L. Mari .....Bottineau, N. D.
- Dr. A. B. Lund .....Leeds, N. D.
- Dr. A. R. Neuenchwander .....Rolla, N. D.
- Dr. F. W. Allport .....Towner, 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.
- P. R. Ruppel, Asst. Trainmaster.

# GREAT NORTHERN RAILWAY COMPANY

## MINOT DIVISION

# TIME TABLE 109

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

**Sunday, May 24, 1964**

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 Wahpeton Jct.	Time Table No. 109 Effective May 24, 1964	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS				SECOND CLASS		
	Sidings	Other Tracks	199	3	27	31	28	4	32						14	200	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.
P14	90	43					L 1.08pm	L 2.06Am	12.39	Wahpeton Jct.	FJ	277.92			A 1.58Am	A 4.44pm					
P23	89	49					1.20	2.17	12.39	KENT	KN	266.53			1.46	4.33					
P29		78					1.29	2.25	21.40	WOLVERTON	WO	266.52			1.39	4.25					
							1.35	2.31	28.21	COMSTOCK	CM	249.71			1.33	4.19					
	147	144					A 1.51pm	A 2.45Am	42.91	MOORHEAD Jct.	MJ	235.01		IDNP XJ	L 1.20Am	L 4.05pm					

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

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS			Distance from Wahpeton Jct.	Time Table No. 109 Effective May 24, 1964	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS				SECOND CLASS		
	Sidings	Other Tracks	199	3	27	31	28	4	32						14	200	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.
242							L 2.13pm	L 3.04Am	45.84	FARGO JCT. ★	F	232.08	BJKO RWXY	A 9.49Am		A 12.58Am					
FS 13	69	23					2.24	3.15	67.24	PROSPER	RO	220.68	DP	9.39		12.47					
FS 23	63						2.34	3.24	67.68	VANCE		210.24	RYPJ	9.29		12.37					
FS 29	69	32					2.40	3.30	73.73	MASON	P	204.19	P	9.24		12.31					
S 15							2.43	3.33	76.76	ERIE JCT.	FJ	201.16	FJ	9.21		12.27					
FS 41	118	10					L 12.35pm	2.51	3.40	85.57	NOLAN ★	W	182.35	PIDNJ	9.13		12.17	A 1.19pm			
FS 53	137	27					f 12.50	3.03	3.51	97.62	PILLSBURY	BX	180.30	DP	9.02		12.06Am	A 12.05pm			
FS 60	183	34					f 1.01	3.10	3.57	105.01	LUVERNE	NE	172.91	DP	8.55		11.59	s 11.50			
FS 67		46					f 1.10	3.16	4.03	111.37	KARNAK	NA	168.55	DP	8.50		11.53	s 11.30			
FS 73	133	26					f 1.18	s 3.22	4.08	117.76	HANNAFORD ★	HO	160.16	IDP	s 8.44		11.47	s 11.15			
FS 86	139	33					f 1.35	3.35	4.20	131.16	SUTTON	S U	146.76	DP	8.30		11.36	s 10.55			
FS 93		52					f 1.45	3.42	4.26	138.13	GLENFIELD	GD	139.79	DP	8.24		11.30	s 10.35			
FS 100	191	33					f 1.55	3.48	4.32	144.69	JUANITA ★	JA	133.23	DPN	8.18		11.24	s 10.20			
FS 106		45							151.13	GRACE CITY	G	126.79	DP				s 10.05				
FS 113	181	33					f 2.10			157.52	BRANTFORD	B F	120.40	DP				s 9.50			
FS 118		6							163.27	DUNDAS		114.65	P					f 9.40			
FS 124	210	527					A 2.30	A 4.12	A 4.53	169.11	NEW ROCKFORD ★	KO	108.81	IRDN PBK WXYO	L 7.57		L 11.01	L 9.30			
FS 137	177	35					L 2.50	L 4.22	L 5.01	181.60	BREMEN	BN	96.32	DP	A 7.50		A 10.55	A 7.50			
FS 143		43							187.71	HAMBERG	MA	90.21	DP					s 7.25			
FS 149	175	31					f 3.26	4.47	5.24	194.12	HEIMDAL	HD	83.50	DP	7.28		10.32	s 7.10			
FS 155		53							200.22	WELLSBURG	WX	77.70	DP					s 6.45			
FS 162	180	33							206.54	SELZ ★	Z	71.38	DP					s 6.35			
FS 177	191	34					f 4.01	5.14	5.48	221.85	AYLMER ★	MR	56.07	DP	7.05		10.07	s 6.08			
FS 187	179	34							231.60	GUTHRIE		46.32	P					s 5.35			
FS 200	178	33							244.42	KARLSRUHE ★	RA	33.50	DP					s 5.07			
FS 212	185	33							256.70	SIMCOE	S C	21.22	DP					s 4.35			
519	50						A 5.01pm	L 5.38pm	6.00	270.69	SURREY		7.23	PIJX	6.15	A 9.39Am	9.25	s 4.15			
521									274.09	J.D. SWITCH	GY	3.83	IP								
533		221							275.43	C.K. SWITCH		2.49	PXI IRDN PWKO XBY	L 6.05Am	L 9.30Am	L 9.15pm		L 4.00Am			
526	Yard	4325					A 5.50pm	A 6.10pm	A 6.40Am	277.92	MINOT ★	AD			L 6.05Am	L 9.30Am	L 9.15pm	L 4.00Am			
							4.26	.12	5.02	4.34					3.44	.09	4.43	.39	8.35		
							41.8	36.15	55.25	60.94					62.1	48.2	58.92	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. 109			Telegraph Calls	Distance from Bainville	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks		219	27	31		Effective May 24, 1964						28	32	220	
								STATIONS									
526	Yard	4325	L 7.30Am	L 6.25Pm	L 6.51Am	4.31	MINOT	AD	168.13	IRDNPW YKQXB	A 5.50Am	A 9.00Pm	A 6.00Pm				
						4.94	W. L. SWITCH		153.84	IP	5.40	8.50					
						13.47	GASSMAN SWITCH		153.21	IP							
538	58	16	s 7.55			13.47	DES LACS	DE	144.68	DP			s 5.28				
549	128	183	A 8.11Am	6.52	7.22	22.34	BERTHOLD	BD	135.81	JDFR	5.20	8.30	L 5.05Pm				
558	141	15				32.05	TAGUS		126.18	P							
565	191	11				38.87	BLAISDELL	BX	119.28	DP							
572	130	22				45.85	PALERMO	PA	112.30	DP							
580	194	204		s 7.34	7.53	53.67	STANLEY	SA	104.48	DNPBWY	a 4.43	7.51					
	166	24				61.00	ROSS	VR	97.15	DP							
599	130	25				73.04	WHITE EARTH	WH	85.11	DP							
609	108	456		s 8.03	8.21	80.90	TIOGA	OG	77.25	DNP	s 4.15	7.24					
614	131	17				86.43	TEMPLE		71.72	P							
617	109	43			8.16	8.32	RAY	RX	65.47	DP	4.03	7.12					
625	189	28				97.96	WHELOCK	W	60.18	DP							
631		101				108.00	EPPING	PG	55.14	DP							
633	98	17				108.74	SPRING BROOK		49.40	P							
641					8.40	8.53	AVOCA		43.79	P							
647	Yard	1697		A 8.50	A 9.01	120.04	WILLISTON	WN	38.10	RDNPW YKQXB	L 3.30	L 6.40					
659	290	29		L 8.05	L 8.10	132.03	WILLISTON	WN			A 2.20	A 5.30					
676	289	91				145.94	TRENTON	ON	26.11	DP							
685	181	245		A 8.50Pm	A 8.50Am	158.13	SNOWDEN		12.18	JPY							
							BAINVILLE	B		DJPY	L 1.40Am	L 4.50Pm					
			41	3.25	2.59		Time Over Subdivision Average Speed Per Hour					3.10	3.10	.55			
			32.85	46.3	53.0						49.95	49.95	24.82				

**WESTWARD THIRD SUBDIVISION EASTWARD**

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 109			Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective May 24, 1964				
				STATIONS				
676	289	91					JPY	
VF 9		41	9.13			D	DP	
VF14		72	14.29			FA	DJPXY	
VF25		166	24.78			SY	DJPXY	

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

VF29			29.07	4.29	NEWLON JCT.		JP
VF51		35	50.75	21.68	LAMBERT		D
VF74		92	74.15	33.40	RICHEY		DY

**WESTWARD FOURTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 109			SIGNS
			Effective May 24, 1964			
			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. 109		Telegraph Calls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks		199	27		31	Effective May 24, 1964			STATIONS	32		14
			Daily Ex. Sun.	Daily	Daily						Daily	Daily	Daily Ex. Sun.	
A214	Yard	1097	L 10.30Am	L 1.02Pm	L 2.02Am	.....	CTC	BRECKENRIDGE.....*	BR	RDNW	A 2.02Am	A 4.50Pm	A 4.01Pm	
R 1		136	f 10.35	s 1.05		0.99		WAhPETON.....	WH	PDNM		s 4.46	s 3.52	
				A 1.08Pm	A 2.06Am	1.84		WAhPETON JCT.....		PJ	L 1.58Am	L 4.44Pm	s 3.47	
R 8	138	32	f 10.45			7.84		DWIGHT.....	DT	DP			s 3.35	
R14	70	20	f 10.55			14.45		6.81		GS	DP			s 3.20
R21	142	29	f 11.05			21.04		GALCHUTT.....		CX	DP			s 3.01
R28	70	29	f 11.13			27.23		6.59	COLFAX.....		Q	DP		s 2.45
R38	139	71	f 11.23			35.17		6.19	WALCOTT.....		KR	DPW		s 2.30
R41		25	f 11.30			40.15	7.94	KINDRED.....*		DV	IDP		s 2.10	
						44.44	4.98	DAVENPORT.....						
R48	139	37	f 11.40			47.91	4.29	CHAFFEE LINE JCT.....		PJ				
R56	141	184	f 11.50			55.80	3.47	DURBIN.....	DU	DP			s 1.00	
							7.89	CASSELTON.....*	A	NYDXPJI			s 1.35	
T 1	158	19	f 12.05Pm			66.52	10.72	ABSARAKA.....	AX	DP			s 1.10	
T 7		45	f 12.15			72.55	6.03	AYR.....	AY	DP			s 12.55	
FS41	118		A 12.35Pm			80.05	7.50	NOLAN.....*	W	RIDPNJ			L 12.35Pm	
			2.05	.06	.04								3.26	
			39.05	18.4	27.6			Time Over Subdivision			.04	.06	23.4	
								Average Speed Per Hour			27.6	18.4		

WESTWARD				SIXTH SUBDIVISION				EASTWARD					
Station Numbers	Car Capacity		Distance from Casselton	Time Table No. 109		Telegraph Calls	SIGNS	FIRST CLASS		SECOND CLASS			
	Sidings	Other Tracks		Effective May 24, 1964	STATIONS			32	14		200		
R 56		184											
R 63		46				6.62	ABS	CASSELTON.....	A	DNPXYJI			
FS 23	63					8.77		AMENIA.....	MY	DP			
							VANCE.....		IRPYJ				
								Time Over Subdivision					
								Average Speed Per Hour					

WESTWARD SEVENTH SUBDIVISION				EASTWARD			
Station Numbers	Capacity of Tracks	Distance from Niobe	Time Table No. 109		SIGNS	STATIONS	
			Effective May 24, 1964	STATIONS			
VB34	62		NIOBE.....	YJRD			
VE 8	20	8.20	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. 109		SIGNS	STATIONS	
			Effective May 24, 1964	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**

**WESTWARD TENTH SUBDIVISION EASTWARD 5**

Station Numbers	Car Capacity		SECOND CLASS <b>219</b> Daily Ex. Sun.	Distance from Berthold	Time Table No. 109 Effective May 24, 1964			Telegraph Calls	SIGNS	SECOND CLASS <b>220</b> Daily Ex. Sun.
	Sidings	Other Tracks			STATIONS					
549		183	L 8.15Am		.....	<b>BERTHOLD</b> .....★	BD	DPYXR	A 5.00Pm	
VB21		35	s 9.00	20.52		<b>COULEE</b> .....	C	D	s 4.15	
VB28		35	s 9.15	27.54		<b>KENASTON</b> .....	K	D	s 4.01	
VB34	32	30	s 9.30	34.17		<b>NIOBE</b> .....	NB	JRDY	s 3.45	
VB41	32	29	s 9.45	40.88		<b>COTEAU</b> .....	CA	D	s 3.30	
VB55	43	38	s 10.15	55.09		<b>LIGNITE</b> .....	NG	D	s 3.05	
				57.09		<b>LIGNITE JCT.</b> .....		JR		
VB66		16	s 10.45	65.18		<b>KINCAID</b> .....	KC	DYX	s 2.30	
VB69		32	s 11.15	68.62		<b>LARSON</b> .....	RN	D	s 2.00	
VB76		32	s 11.30	75.53		<b>NOONAN</b> .....	NX	DX	s 1.30	
VB80		126	A 11.55Am	88.70		<b>CROSBY</b> .....	CY	RDYX	L 1.00Pm	
			3.40 24.19			Time Over Subdivision Average Speed Per Hour			4.00 22.1	

Station Numbers	Capacity of Tracks		SECOND CLASS <b>177</b> Mon., Wed., Fri.	Distance from Sebasty	Time Table No. 109 Effective May 24, 1964			Telegraph Calls	SIGNS	SECOND CLASS <b>178</b> Tue., Thu., Sat.
	Capacity of Tracks	Other Tracks			STATIONS					
580	204		L 6.05Am			<b>STANLEY</b> .....★	DN	PJYWB	A 11.05Am	
VD13	34		s 6.30	11.66		<b>LOSTWOOD</b> .....		P	s 10.45	
VD26	44		s 7.15	24.52		<b>POWER'S LAKE</b> .....		DP	s 10.10	
VD33	23		s 7.35	31.60		<b>BATTLEVIEW</b> .....		DP	s 9.45	
VD40	37		s 7.55	37.98		<b>McGREGOR</b> .....		DP	s 9.30	
VD52	39		s 8.45	50.28		<b>WILDROSE</b> .....		DP	s 9.01	
VD59	25		s 9.05	57.16		<b>CORINTH</b> .....		DP	s 8.30	
VD66	35		s 9.25	64.25		<b>ALAMO</b> .....		DP	s 8.10	
VD71	27		s 9.45	69.75		<b>APPAM</b> .....		DP	s 7.55	
VD76	35		s 10.01	74.53		<b>ZAHL</b> .....		DP	s 7.40	
VD82	35		s 10.20	80.17		<b>HANKS</b> .....		DP	s 7.25	
VD88	105		A 10.40Am	86.49		<b>GRENORA</b> .....		RDY	L 7.10Am	
			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 <b>371</b> Daily Ex. Sun.	Distance from Bainville	Time Table No. 109 Effective May 24, 1964			Telegraph Calls	SIGNS	SECOND CLASS <b>372</b> Daily Ex. Sun.
	Sidings	Other Tracks			STATIONS					
685			L 8.25Am			<b>BAINVILLE</b> .....★	B	DJPRY	A 3.06Pm	
VC 11	41	22	s 8.52	10.64		<b>McCABE</b> .....	MC		s 2.39	
VC 19		34	s 9.14	19.30		<b>FROID</b> .....	FD	DP	s 2.17	
VC 26		40	s 9.30	25.66		<b>HOMESTEAD</b> .....	HO	DP	s 2.01	
VC 32		34	s 9.45	31.62		<b>MEDICINE LAKE</b> .....	MK	DP	s 1.45	
VC 39		25	s 10.04	39.12		<b>RESERVE</b> .....	RS	DP	s 1.26	
VC 45		25	s 10.20	45.40		<b>ANTELOPE</b> .....	AN	DP	s 1.10	
VC 53	40	125	s 10.50	53.40		<b>PLENTYWOOD</b> .....	NY	DPX	s 12.50Pm	
VC 71		35	s 11.30	73.42		<b>REDSTONE</b> .....	RD	DP	s 11.30	
VC 86		35	s 12.27Pm	85.38		<b>FLAXVILLE</b> .....	FX	DP	s 10.30	
VC 98	37	126	s 1.20	97.97		<b>SCOBEY</b> .....	SC	DPX	s 9.50	
VC106		24	s 1.50	106.50		<b>FOUR BUTTES</b> .....	FO	DP	s 9.20	
VC118		35	s 2.35	118.01		<b>PEERLESS</b> .....	PR	DP	s 8.45	
VC129		30	s 3.15	129.51		<b>RICHLAND</b> .....	CA	DP	s 8.10	
VC139		34	s 3.45	139.38		<b>GLENTANA</b> .....	G	DP	s 7.30	
VC147		122	A 4.15Pm	146.60		<b>OPHEIM</b> .....	OM	BDPY	L 7.00Am	
			7.50 18.7			Time Over Subdivision Average Speed Per Hour			8.08 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. 109				Telegraph Calls	SIGNS	FIRST CLASS				
	Sidings	Other Tracks				3		Effective May 24, 1964						4				
						Daily		STATIONS						Daily				
408	Yard	679				L 3.32pm		DEVILS LAKE.....★	WS	BDNJKO	A	11.42Am						
415	73	16				3.40	7.10	GRAND HARBOR.....		P		11.35						
421	76	33				3.45	12.98	PENN.....	PN	DP		11.30						
427	129	128				f 3.50	18.95	CHURCHS FERRY.....★	FY	DJPRXY	f	11.25						
438	161	29				s 4.02	30.37	LEEDS.....	JD	DP	s	11.14						
445	81	48				4.10	36.69	YORK.....	XN	DJPRXY		11.06						
451	58	34				4.16	42.68	KNOX.....	OX	DP		11.00						
456	70	37				4.22	48.21	PLEASANT LAKE.....	A	DP		10.54						
465	124	248				s 4.36	57.24	RUGBY.....★	RU	BDNJK OPRXY	s	10.40						
471	70	18				4.42	62.46	TUNBRIDGE.....		P		10.32						
477	71	29				4.48	68.75	BERWICK.....		P		10.25						
484	157	119				s 4.57	76.18	TOWNER.....★	OW	DJPRXY	s	10.17						
492	70	17				5.06	84.93	DENBIGH.....		P		10.07						
504	70	140				5.20	97.08	GRANVILLE.....	J	DJPRXY		9.54						
512	71	28				5.30	103.94	NORWICH.....		P		9.47						
519		36				A 5.38pm	111.17	SURREY.....		PIJ	L	9.39Am						
						2.06 52.94		Time Over Subdivision Average Speed Per Hour				2.03 54.2						

THIRTEENTH SUBDIVISION WESTWARD		EASTWARD									
Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 109				SIGNS			
	Sidings	Other Tracks		Effective May 24, 1964							
				STATIONS							
427	129	128		CHURCHS FERRY.....★	DJPRXY						
X15	57	98	15.33	CANDO.....	D						
X28		35	27.84	BISBEE.....	DVU						
X35		35	35.16	PERTH.....	D						
X48		41	47.41	ROLLA.....	D						
X55		27	54.82	ST. JOHN.....	DY						

FOURTEENTH SUBDIVISION WESTWARD		EASTWARD									
Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 109				SIGNS				
			Effective May 24, 1964								
			STATIONS								
445	129			YORK.....	DJPRXY						
XB14	35	14.33		WOLFORD.....	D						
XB21	9	20.92		NANSON.....	D						
XB28	45	27.34		ROLETTE.....	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. 109 Effective May 24, 1964	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	119	L	7.45	38.10	.....	BOTTINEAU	.....	.....	D	L 2.00 A 1.19
V45	20	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

**SIXTEENTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 109 Effective May 24, 1964	STATIONS	SIGNS	
						484
XD14	28	14.16	.....	BANTRY	.....	RXY
XD22	35	22.14	.....	UPHAM	.....	D
.....	.....	30.86	.....	SOO LINE CROSS'G.	.....	U
XD35	45	34.82	.....	NEUBURG	.....	D
61	.....	45.46	.....	MAXBASS	.....	DY

**SEVENTEENTH SUBDIVISION**  
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 109 Effective May 24, 1964	STATIONS	SIGNS	
						504
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

**EIGHTEENTH SUBDIVISION** 7  
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatman Line Jct.	Time Table No. 109 Effective May 24, 1964	STATIONS	SIGNS	
						.....
TB15	138	15.82	.....	TATMAN	.....	.....

**SPEED TABLE**

Time Per Mile	Per Hour		Time Per Mile	Per Hour	
	Min.	Sec.		Min.	Sec.
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	31.8	
1	0	2	—	30.0	
1	1	2	10	27.7	
1	2	2	20	25.7	
1	3	2	30	24.0	
1	4	2	40	22.5	
1	5	3	—	20.0	
1	6	3	30	17.1	
1	7	4	—	15.0	
1	8	5	—	12.0	
1	9	6	—	10.0	
1	10	7	—	8.6	
1	12	8	—	7.5	
1	14	9	—	6.7	
1	16	10	—	6.0	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 12.

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

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 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, and 3000 thru 3026.

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.

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

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

5. Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire protection officer for instructions.

6. Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

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

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

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



are of an approved type. Approved type wrist watches are Elgin B. W. Raymond Model, 13/0, size, 23 jewels, Ball Official Standard wrist watch, 1604 B, stainless steel, 13/0 Ligne, 21 jewel, Bulova Accutron Railroad Model 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.
11. "Supplementing Rule 7(A) and 12 of the Consolidated Code of Operating Rules.  
"When movement being made is controlled by hand, flag or lantern signals, the employees involved will give or relay such signals directly to the engineer."  
Last paragraph of Rule 7(A) of the Consolidated Code of Operating Rules is revised as follows:  
"When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given, must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe."

## FIRST SUBDIVISION

(Main Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

### 2. SPEED RESTRICTIONS.

CMST&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.

### 7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, at signal 317.1 approximately 8 miles west of Laverne.

Eastward trains, on 10 foot mast approximately one and one-fourth miles east of Karnak.

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

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

### 8. MANUAL INTERLOCKINGS.

N. P. Ry. crossing ..... Moorhead Jct.

Whistle signal for routes:

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

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.

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

### 10. AUTOMATIC INTERLOCKINGS.

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

Junction with Sixth Subdivision ..... Vance

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

MST&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 move-

ment to Sixth Subdivision, and if signal governing such move-

ment indicates proceed train movement may be made immedi-

ately. 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 operat-

ing clockwork release posted on inside cover of release box

door. At west wye switch at Vance, leading from First Sub-

division to Sixth Subdivision eastward train or engine move-

ments 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. 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.
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.
15. All switching movements or light engine movements made on main track at Breckenridge, Wahpeton and Wahpeton Jct. which are not governed by a signal indication must be made at restricted speed.
16. Main track switches to spur track Clifton and spur track Dundas are not equipped with electric locks. Trains or engines using these tracks must keep main track switch open unless main track is occupied by engine or cars. In addition these tracks must not be used to get into the clear for trains or engines.
17. Centralized Traffic Control (CTC) under control of the control operator at Gavin Yard and the direction of train dispatcher Minot is in service from the westward governing signal at the east entrance to Gavin Yard on the Devils Lake Line to the eastward governing signal about 1300 feet east of the Division offices at Minot, N. D.  
All of the single main track between the above points, the siding at Surrey and that portion of the eastward freight track between J. D. and C. K. interlocking will be part of the CTC system.  
All switches and signals controlled at these interlockings presently, will remain as before and in addition the eastward governing signal 1300 feet east of the Division offices will also be controlled.  
Other switches between the above points will be hand thrown and electrically locked.  
Instructions for operation of electric locks will be posted in the release boxes.

**SECOND SUBDIVISION**

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
Between Minot and Bainville \_\_\_\_\_ Passenger 79 MPH Freight 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).**  
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. RR. 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 on westward main track 8500 ft. west of end of double track.
12. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**  
Eastward trains at signal 6.3 approximately eight miles east of DesLacs.  
Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).
13. When a green under red aspect is displayed on the eastward dwarf signal on the north track Williston and on siding Snowden, Rule 240K, Fig. 1 will apply to train or engine movements governed by these dwarf signals.
14. Following signal indication is in service on the eastward approach signal 15.4 to end of double track Des Lacs. When route is

properly lined for an eastward train to proceed on eastward main track, signal aspect displayed on eastward approach signal No. 15.4 will be yellow over green (C. M. St. Paul & Pacific Rule 240-E Figure 1, page 104, Consolidated Code of Operating Rules).

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

### 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 32 .....	60 MPH	60 MPH
MP32 to MP52 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 .....		30 MPH
MP 76 and Crosby .....		40 MPH
Stanley and Grenora .....		30 MPH
Bainville and Opheim .....		35 MPH

#### 2. SPEED RESTRICTIONS.

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

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

Wahpeton Jct., 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.

#### 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 Jcts.

Casselton Tower, whistle signals for routes,

Main track— 1 long

siding 1 long, 1 short

#### 10. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Casselton Jct, 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 OF TRAINS.**  

Between	Passenger	Freight
Devils Lake and Surrey	78 MPH	60 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).**  
 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.**  
 MSP&SSM RR.  
 Crossing ..... 2.9 mi. east of Grand Harbor.
6. Diesel radiator and boiler water stations.  
 Devils Lake  
 Rugby
7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. If it becomes necessary to operate a following train when there is still a train between these points, the train ahead must be notified to protect against the following train. If this is not practical the following train must be notified to protect against the train ahead.  
 These instructions apply between the following points and Train Order Form Z is not required:  
 Granville and Sherwood  
 Towner and Maxbass  
 Rugby and Antler  
 York and Dunseith  
 Churchs Ferry and St. John.  
 Tatman Line Jct. and Tatman
8. **SPEED TEST BOARDS.**  
 Engineers shall test speed of their trains passing following points as compared with speed table:  
 Westward trains, between MP 94 and MP 95, approximately 2 miles west of Grand Harbor.  
 Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.
9. Arrange flag protection for all movements where Tatman Air base track crosses Highway 83.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE**

NAME	LOCATION	Capacity Cars	Switch Opens
<b>First Subdivision</b>			
Brushvale	4.05 miles east of Kent	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 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
<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
Ft. Buford	8.56 miles west of Trenton	41	East
Lakeside	5.76 miles west of Snowden	10	West
<b>Third Subdivision</b>			
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
<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