

COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chf. Med. Officer
St. Paul, Minn.
*Dr. Louis T. O'BrienBreckenridge, Minn.
Dr. G. W. JacobsonBreckenridge, Minn.
Dr. Paul J. BeithonWahpeton, N. D.
*Dr. V. G. BorlandFargo, N. D.
Dr. G. Howard HallFargo, N. D.
*Dr. C. G. OwensNew Rockford, N. D.
*Dr. L. H. KermottMinot, N. D.
*Dr. M. G. FlathStanley, N. D.
*Dr. Robert GoodmanPowers Lake, N. D.
*Dr. C. O. McPhailCrosby, N. D.
Dr. E. O. HarveyTioga, N. D.
*Dr. J. P. CravenWilliston, N. D.
*Dr. J. D. CravenWilliston, N. D.
Dr. Edward J. HaganWilliston, N. D.
Dr. R. D. HarperSidney, Montana
Dr. A. H. LamalWatford City, Mont.
*Dr. Harold MessingerPlentywood, Mont.
*Dr. W. F. SihlerDevils Lake, N. D.
Dr. John C. FawcettDevils Lake, N. D.
*Dr. Glenn W. ToomeyDevils Lake, N. D.
Dr. R. Donald McBaneDevils Lake, N. D.
*Dr. W. R. FoxRugby, N. D.
*Dr. O. W. JohnsonRugby, N. D.
Dr. J. L. MariBottineau, N. D.
Dr. A. B. LundLeeds, N. D.
Dr. A. R. NeuenschwanderRolla, N. D.
Dr. F. W. AllportTowner, N. D.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Burton G. OlsonMinot, N. D.
Dr. John E. RuudGrand Forks, N. D.

R. R. Conway, Chief Dispatcher.
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 110

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

Sunday, September 27, 1964

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

E. F. OVIATT, Superintendent.
R. N. WHITMAN, General Manager.
H. J. SURLS
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS			Distance from Wapeton Jct.	Time Table No. 110 Effective Sept. 27, 1964	STATIONS	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	Daily Ex. Sun.
P14	90	43			L 1.23Pm	L 2.20Am	12.39	Wahpeton Jct.	277.92	PJ					A 2.07Am	A 5.44Pm							
P23	89	49			1.36	2.32	21.40	KENT	265.53	KN					1.54	5.33							
P29		78			1.45	2.40	28.21	WOLVERTON	256.52	WO					1.44	5.25							
	147	144			1.52	2.46	42.91	COMSTOCK	249.71	CM					1.36	5.19							
					A 2.06Pm	A 3.00Am		MOORHEAD Jct.	235.01	MJ					L 1.20Am	L 5.05Pm							

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

Station Numbers	Car Capacity	Class	Time	Distance	Station	Class	Time	Distance	Station	Class	Time	Distance	Station	Class	Time	Distance	Station	Class	Time	Distance		
243			L 2.20Pm	45.84	FARGO JCT. ★	F	232.08	BJKO														
FS 12	69	23	2.40	57.24	PROSPER	RO	220.68	DP	9.39						A 12.58Am							
FS 28	68		2.52	67.68	VANCE		210.24	RYPJ	9.29						12.37							
FS 29	69	32	2.59	73.73	MASON		204.19	P	9.24						12.31							
8 15			3.02	76.76	ERIE JCT.		201.16	PJ	9.21						12.27							
FS 41	103	10	L 12.35Pm	85.57	NOLAN ★	W	192.35	PIDNJ	9.13						12.17						A 1.19Pm	
FS 58	137	27	12.50	97.82	PILLSBURY	BX	180.80	DP	9.02						12.06Am						12.05Pm	
FS 60	183	34	1.01	105.01	LUVERNE	NE	172.91	DP	8.55						11.59						11.50	
FS 67		46	1.10	111.37	KARNAK	NA	166.55	DP	8.50						11.53						11.30	
FS 73	183	26	1.18	117.76	HANNAFORD ★	HO	160.16	IDP	8.44						11.47						11.15	
FS 86	185	33	1.35	131.16	SUTTON	SU	146.76	DP	8.30						11.36						10.55	
FS 93		52	1.45	138.13	GLENFIELD	GD	139.79	DP	8.24						11.30						10.35	
FS100	191	33	1.55	144.69	JUANITA ★	JA	133.23	DPN	8.18						11.24						10.20	
FS106		45		151.18	GRACE CITY	G	126.79	DP													10.05	
FS118	181	33	2.10	157.82	BRANTFORD	BF	120.40	DP													9.50	
FS118		6		163.27	DUNDAS		114.65	P													9.40	
FS124	210	527	A 2.30 L 2.50	169.11	NEW ROCKFORD ★	KO	108.81	IRDN PBK WXOY	L 7.57 A 7.50						L 1.01 A 10.55						L 9.30 A 7.50	
FS137	177	35		181.60	BREMEN	BN	96.32	DP													7.25	
FS143		43		187.71	HAMBERG	MA	90.21	DP													7.10	
FS149	175	31	3.26	194.12	HEM DAL	HD	83.80	DP	7.28						10.32						6.56	
FS155		53		200.22	WELLSBURG	WX	77.70	DP													6.45	
FS162	180	38		206.54	SELZ. ★	Z	71.38	DP													6.35	
FS177	191	34	4.01	221.85	AYLMER ★	MR	56.07	DP	7.05						10.07						6.08	
FS187	179	34		231.60	GUTHRIE		46.32	P													5.35	
FS200	178	33		244.42	KARLSRUHE ★	RA	33.50	DP													5.07	
FS212	185	33		256.70	SIMCOE	SC	21.22	DP													4.35	
519	50		A 5.01Pm	270.69	SURREY		7.23	PIJX	6.15						A 9.09Am	9.25					4.15	
521				274.09	J.D. SWITCH	GY	3.33	IP														
523		221		275.43	C.K. SWITCH		2.49	PXI IRDN PWKO XBY														
526	Yard	4325	A 6.05Pm	277.92	MINOT ★	AD			L 6.05Am						L 9.00Am	L 9.15Pm					L 4.00Am	
			4.26 41.8						3.44 62.1						.09 48.2	4.52 57.11					.39 66.0	8.35 22.4

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 2 THRU 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS			Distance from Minot	Time Table No. 110			Telegraph Calls	Distance from Bainville	SIGNS	FIRST CLASS			SECOND CLASS	
	Siding	Other Tracks		219	27	31		Effective September 27, 1964						28	32	220		
								STATIONS									Daily	Daily	Daily Ex. Sun.
526	Yard	4325	L	7.30Am	L	6.30Pm	L	7.10Am	4.31	AD	158.13	IRDNPW YKQXB	A	5.50Am	A	9.00Pm	A	3.45Pm
									4.31									
									4.94									
538	58	16		7.55					13.47									
549	128	183	A	8.11Am		6.57		7.41	22.34	DE	144.68	DP						3.28
										BD	135.81	JDFR		5.20		8.30		L 3.05Pm
558	141	15							32.05		126.18	P						
565	191	11							38.87	BX	119.28	DP						
572	180	22							45.85	PA	112.30	DP						
580	253	204			s	7.40		8.12	53.67	SA	104.48	DNPBWY	s	4.43		7.51		
583	156	24							61.00	VR	97.15	DP						
									73.04	WH	85.11	DP						
	108	456			s	8.08		8.40	80.90	OG	77.25	DNP	s	4.15		7.24		
614	181	17							86.43		71.72	P						
617	109	43				8.21		8.51	92.88	RX	65.47	DP		4.03		7.12		
625	169	28							97.96	W	80.18	DP						
631		101							103.00	PG	55.14	DP						
632	96	17							108.74		49.40	P						
641						8.45		9.12	114.35		43.79	P						
647	Yard	1697			A	8.55		A 9.20	120.04	WN	38.10	RDNPW YKQXB	L	3.30		L 6.40		
						L 8.25		L 8.30		WN			A	2.20		A 5.30		
659	290	29							132.03	ON	26.11	DP						
676	234	91							145.94		12.18	JFY						
685	161	245			A	9.05Pm		A 9.10Am	158.13	B		DJPY	L	1.40Am		L 4.50Pm		
				.41		3.35		3.00						3.10		3.10		.40
				32.66		44.17		52.71						49.95		49.95		31.81
Time Over Subdivision Average Speed Per Hour																		

WESTWARD THIRD SUBDIVISION EASTWARD

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 110			Telegraph Calls	SIGNS
	Siding	Other Tracks		Effective September 27, 1964				
				STATIONS				
676	234	91				SNOWDEN	★	JFY
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			LARBERT		D
VF74		92	74.15			RICHEY		DY

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 110			SIGNS
			Effective September 27, 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. 110			Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks	199		27	31	Effective September 27, 1964			32	14				200		
			Daily	Ex. Sun.	Daily	Daily	STATIONS			Daily	Daily				Daily Ex. Sun.		
A214	Yard	1097	L 10.30Am		L 1.17pm	L 2.17Am						BR	RDNW KOYB	A 2.11Am	A 5.50Pm		A 4.01Pm
R 1		136	f 10.35		s 1.20		0.99	CTC	BRECKENRIDGE.....*	WH	PDNM			s 5.46		s 3.52	
R 8	138	32	f 10.45		A 1.23Pm	A 2.20Am	1.84		WHPETON.....	PJ				L 2.07Am	L 5.44Pm	3.47	
							7.84		WHPETON JCT.....	DT	DP					s 3.35	
R14	70	20	f 10.55				14.45		DWIGHT.....								
R21	142	29	f 11.05				21.04		GALCHUTT.....	GS	DP					s 3.20	
R28	70	29	f 11.13				27.23		COLFAX.....	CX	DP					s 3.01	
R36	129	71	f 11.23				35.17		WALCOTT.....	Q	DP					s 2.45	
R41		25	f 11.30				40.15		KINDRED.....*	KR	DPW					s 2.30	
							44.44		DAVENPORT.....	DV	IDP					s 2.10	
R48	139	37	f 11.40				47.91		CHAFFEE LINE JCT.....		PJ						
R56	141	184	f 11.50				55.80		DURBIN.....	DU	DP					s 1.50	
									CASSELTON.....*	A	NYDXPJI					s 1.00	
T 1	158	19	f 12.05Pm				68.52		ABSARAKA.....	AX	DP					s 1.10	
T 7		45	f 12.15				72.55		AYR.....	AY	DP					s 12.55	
FS41	108		A 12.35Pm				80.05		NOLAN.....*	W	RIDPNJ					L 12.35Pm	
			2.05		.06	.03			Time Over Subdivision					.04	.06	3.26	
			39.05		18.4	36.80			Average Speed Per Hour					27.8	18.4	23.4	

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity					Distance from Casselton	Time Table No. 110			Telegraph Calls	SIGNS			
	Sidings	Other Tracks					Effective September 27, 1964							
							STATIONS							
R 56		184								A	DNPXYJI			
R 63		46				6.02	ABS	CASSELTON.....	MY	DP				
FS 23	63					8.77		AMENIA.....		IRPYJ				
								VANCE.....						
								Time Over Subdivision						
								Average Speed Per Hour						

WESTWARD SEVENTH SUBDIVISION EASTWARD

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Niobe	Time Table No. 110			SIGNS	Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 110			SIGNS
			Effective September 27, 1964							Effective September 27, 1964			
			STATIONS							STATIONS			
VB34	62		NIOBE.....	YJRD					CHAFFEE LINE JCT.....	PJ			
VE 8	20	8.29	BOWBELLS.....	DI		R 46	25	11.59	CHAFFEE.....	D			
VE21	104	21.29	NORTHGATE.....	D									
		21.74	BOUNDARY LINE...	J									

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	Distance from Berthold	Time Table No. 110			Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks			219	Effective September 27, 1964	STATIONS				Daily Ex. Sun.
549		183	L	8.15Am		.....	.....	.....	.....	.....
VB21		35		9.00	20.52	.....	.....	.....	.....	.....
VB28		35		9.15	27.54	.....	.....	.....	.....	.....
VB34	32	30		9.30	34.17	.....	.....	.....	.....	.....
VB41	32	29		9.44	40.88	.....	.....	.....	.....	.....
VB55	48	38		10.13	55.09	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	57.09	.....	.....	.....	.....	.....
VB66		16		10.33	65.16	.....	.....	.....	.....	.....
VB69		32		10.39	68.62	.....	.....	.....	.....	.....
VB76		32		10.52	75.53	.....	.....	.....	.....	.....
.....	.....	126	A	11.15Am	88.70	.....	.....	.....	.....	.....
				3.00	Time Over Subdivision				2.55		
				29.57	Average Speed Per Hour				30.42		

Station Numbers	Capacity of Tracks	Distance from Stanley	Time Table No. 110			SIGNS
			Effective September 27, 1964	STATIONS	Daily Ex. Sun.	
580	204	.....	.....	.....	.....	.....
VD13	34	11.66	.....	.....	.....	.....
VD26	44	24.52	.....	.....	.....	.....
VD33	23	31.60	.....	.....	.....	.....
VD40	37	37.98	.....	.....	.....	.....
VD52	39	50.28	.....	.....	.....	.....
VD59	25	57.16	.....	.....	.....	.....
VD66	35	64.25	.....	.....	.....	.....
VD71	27	69.75	.....	.....	.....	.....
VD76	35	74.53	.....	.....	.....	.....
VD82	35	80.17	.....	.....	.....	.....
VD88	105	86.49	.....	.....	.....	.....
			Time Over Subdivision			
			Average Speed Per Hour			

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Bainville	Time Table No. 110			Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks			371	Effective September 27, 1964	STATIONS				Daily Ex. Sun.
685			L	8.25Am	.....	.....	.....	.....	.....	.....
VC 11	41	22		8.52	10.84	.....	.....	.....	.....	.....
VC 19		24		9.14	18.30	.....	.....	.....	.....	.....
VC 26		40		9.30	25.06	.....	.....	.....	.....	.....
VC 32		34		9.45	31.62	.....	.....	.....	.....	.....
VC 39		35		10.04	39.12	.....	.....	.....	.....	.....
VC 45		35		10.20	45.40	.....	.....	.....	.....	.....
VC 53	40	125		11.05	53.40	.....	.....	.....	.....	.....
VC 71		35		11.30	73.42	.....	.....	.....	.....	.....
VC 85		35		12.27Pm	85.88	.....	.....	.....	.....	.....
VC 98	37	126		1.20	97.97	.....	.....	.....	.....	.....
VC106		24		1.50	108.50	.....	.....	.....	.....	.....
VC118		35		2.35	118.01	.....	.....	.....	.....	.....
VC129		30		3.15	129.51	.....	.....	.....	.....	.....
VC139		34		3.45	139.38	.....	.....	.....	.....	.....
VC147		122		4.15Pm	146.60	.....	.....	.....	.....	.....
				7.50	Time Over Subdivision				5.55		
				18.7	Average Speed Per Hour				24.78		

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. 110 Effective September 27, 1964				Telegraph Calls	SIGNS	FIRST CLASS			
	Sidings	Other Tracks				3		STATIONS						4			
						Daily							Daily				
408	Yard	679				L 3.46pm						WS	BDNIKO VPRXYZ	A 11.12Am			
415	73	16				3.55	7.10						P	11.05			
421	76	33				4.00	12.98					PN	DP	11.00			
427	129	128				f 4.05	18.95					FY	DJPRXY	f 10.55			
438	181	29				s 4.17	30.37					JD	DP	s 10.44			
445	81	48				4.25	36.69					XN	DJPRXY	10.36			
451	56	34				4.31	42.68					OX	DP	10.30			
456	70	37				4.37	48.21					A	DP	10.24			
465	124	248				s 4.51	57.24					RU	BDNIK OPRXY	s 10.10			
471	70	18				4.57	62.46						P	10.02			
477	71	29				5.03	68.75						P	9.55			
484	157	119				s 5.12	76.18					OW	DJPRXY	s 9.47			
492	70	17				5.21	84.93						P	9.37			
504	70	140				5.35	97.08					J	DJPRXY	9.24			
512	71	28				5.45	103.94						P	9.17			
519		36				A 5.55pm	111.17						PIJ	L 9.09Am			
						2.09 51.7								2.03 64.2			

WESTWARD		THIRTEENTH SUBDIVISION										EASTWARD	
Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 110 Effective September 27, 1964				SIGNS					
	Sidings	Other Tracks		STATIONS									
427	129	128					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						

WESTWARD		FOURTEENTH SUBDIVISION										EASTWARD	
Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 110 Effective September 27, 1964				SIGNS						
			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	41.94				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

EIGHTEENTH SUBDIVISION 7
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 110		Telegraph Calls	SIGNS
			Effective September 27, 1964			
STATIONS						
465	248	.....	.....	RUGBY	RU	BDNJKP
V13	36	12.76	12.76	BARTON		ORXY
V21	36	21.21	8.45	WILLOW CITY		D
V30	11	28.58	7.37	OMEMEE		VU
V38	119	38.10	9.52	BOTTINEAU		D
V45	29	44.76	6.66	CARBURY		D
V51	46	51.10	6.34	SOURIS		D
V66	22	56.03	5.53	ROTH		D
V62	27	61.72	5.00	LANDA		D
V67	97	67.53	5.81	WESTHOPE		D
	46	80.24	12.71	ANTLER		BDRY

Station Numbers	Capacity of Tracks	Distance from Tatman Line Jct.	Time Table No. 110		SIGNS
			Effective September 27, 1964		
STATIONS					
TB15	138	15.82	15.82	TATMAN LINE JCT.	XJ
				TATMAN	

SIXTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 110		SIGNS
			Effective September 27, 1964		
STATIONS					
484	119	.....	.....	TOWNER	DJKP
XD14	28	14.16	14.16	BANTRY	RXY
XD22	35	22.14	7.98	UPHAM	D
		30.86	8.72	SOO LINE CROSS'G.	U
XD35	45	34.82	3.96	NEWBURG	D
	61	45.46	10.64	MAXBASS	DY

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 110		SIGNS
			Effective September 27, 1964		
STATIONS					
504	210	.....	.....	GRANVILLE	DJPRXY
XA13	38	13.00	13.00	DEERING	D
XA25	36	24.47	11.47	GLENBURN	D
XA35	47	35.27	10.80	LANSFORD	DVU
XA46	112	46.86	11.09	MOHALL	D
XA61	79	61.22	14.86	SHERWOOD	DY

SPEED TABLE

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Min.	Sec.	Per Hour
46	78.3	1	18	46.3	
47	76.8	1	20	45.0	
48	75.0	1	22	43.9	
49	73.5	1	24	42.9	
50	72.0	1	26	41.9	
51	70.6	1	28	40.9	
52	69.2	1	30	40.0	
53	67.9	1	32	38.7	
54	66.7	1	34	37.5	
55	65.5	1	36	36.4	
56	64.3	1	38	35.3	
57	63.2	1	40	34.3	
58	62.1	1	42	33.7	
59	61.0	1	44	32.7	
0	60.0	2	46	31.8	
1	59.0	2	48	30.0	
1	58.1	2	50	27.7	
1	57.1	2	52	25.7	
1	56.8	2	54	24.0	
1	56.4	2	56	22.5	
1	55.4	2	58	20.0	
1	54.5	3	00	17.1	
1	53.7	3	02	15.0	
1	52.9	3	04	12.0	
1	52.2	3	06	10.0	
1	51.4	4	08	8.6	
1	50.0	4	10	7.5	
1	48.6	5	12	6.7	
1	47.4	5	14	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.

85 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.....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. Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

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

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

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.

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 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.

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, employes must not get off on the south side from cars or engines while in motion.

12. Minot.

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

Eastward and westward freight main tracks are in service between Soo Interlocking and Gavin Yard. They must be used in the assigned direction by all freight trains and yard movements, unless otherwise directed.

Automatic block signals of the color light type are in service on these tracks for movements with the current of traffic. 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. 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	Freight
79 MPH	60 MPH
2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlocking at Minot 20 MPH
3. **TRAIN REGISTER EXCEPTIONS.**
MINOT
First class trains, passenger extras, Trains 219 and 220 will register at passenger station, other trains at yard office.
Berthold—Register for Ninth Subdivision trains only.
4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Berthold, Stanley, Bainville and Snowden, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
All trains must obtain Clearance Form A at Williston.

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.

5. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with speed table:
Westward trains, between MP 19 and MP 20, approximately 1 mile west of Lone Tree.
Eastward trains, between MP 90.5 and MP 91.5, approximately 8 miles east of Ray.
Westward—Between MP 139 and 140 approximately 4 miles west of Trenton.
6. **CROSSOVERS ON DOUBLE TRACK.**
Trailing Point
Spring Brook.
7. **MANUAL INTERLOCKINGS.**
MSTPSSM. RR. crossing Minot
8. **SEMI-AUTOMATIC INTERLOCKINGS.**
W. L. Switch—Gassman Switch, end of double track and siding track over bridge Gassman Bridge
The Home Signal Limits, Rule 605, of this interlocking include all trackage between westward home signal at "W. L. Switch" and eastward home signal at "Gassman Switch".
Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for all train movements with the current of traffic. Routes for movements against the current of traffic are controlled by the train dispatcher at Minot.
The train on any approach control section first receiving a "Proceed" indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605.
When a train is stopped by the Stop indication and no immediate conflicting train movement is evident, trainman shall proceed to the telephone and communicate with the train dispatcher who will advise if train is being held for any purpose. If no instructions are received, or in case of failure of means of communication, train movement through the Home Signal Limits of the interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.
9. Consolidated Code Rules 251, 251A, 253 and 254 are in effect on the double track between Minot and CTC Territory Des Lacs and between CTC Territory Epping and CTC Territory Williston. The use of these rules does not modify Rule 99.
10. The following signals are located adjacent to the left of track which they govern:
Stanley Eastward governing home signal at west switch of control siding.
Ross Westward governing home signal on siding at west switch.
Wheelock Westward governing home signal on siding at west switch.
Epping Eastward governing home signal on westward main track end of double track.
Eastward governing approach signal on westward main track 8500 ft. west of end of double track.
11. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**
Eastward trains at signal 6.8 approximately eight miles east of DesLacs.
Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).
12. When a green under red aspect is displayed on the eastward dwarf signal on the north track Williston and on siding Snowden, Rule 240K, Fig. 1 will apply to train or engine movements governed by these dwarf signals.
13. Following signal indication is in service on the eastward approach signal 15.4 to end of double track Des Lacs. When route is

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

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

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

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Freight
Snowden and Richey	40 MPH
Watford City and Fairview	25 MPH
Breckenridge and MP 32	60 MPH
MP 32 to MP 52 4 miles west of Durbin	50 MPH
MP 52 to Casselton	40 MPH
Casselton to Nolan	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.

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. SPRING SWITCHES WITH FACING POINT LOCK.

Casselton, east switch of siding.
Vance, west wye switch, normal position is for First Subdivision.

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

8. MANUAL INTERLOCKINGS.

Casselton Tower—	N. P. Crossing
Nolan	First Subdivision Jct.
Casselton Tower, whistle signals for routes,	
Main track—	1 long
siding	1 long, 1 short

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Casselton Jct. switch controlled by operator at Casselton Tower.

10. AUTOMATIC INTERLOCKINGS.

Vance— First Subdivision Jct.
Davenport— N.P. Railway crossing
Soo Line Crossing— 1.15 miles east of Bowbells
Drawbridge 12.1— 2 miles west of Snowden

11. SEMI-AUTOMATIC INTERLOCKINGS.

Wahpeton— Milwaukee Railway crossing

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

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

Newlon Jct. and Richey
Fairview and Watford City
Niobe and Northgate
Chaffee Line Jct. and Chaffee
Stanley and Grenora
Bainville and Opheim

13. 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.**
 MST&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
First Subdivision			
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
Second Subdivision			
Marley Beet Track	10.02 miles east of Snowden	38	East
Lonetree	4.12 miles west of Des Lacs	38	East & West
Ft. Buford	8.56 miles west of Trenton	41	East
Lakeside	5.76 miles west of Snowden	10	West
Third Subdivision			
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
Woolley Beet Track	4.07 miles east of Sidney	33	East & West
Nohle	2.55 miles west of Snowden	14	East & West
Ridgelawn	4.11 miles west of Fairview	12	East & West
Enid	7.46 miles west of Lambert	42	East & West
Fourth Subdivision			
Hardy Beet Track	1.46 miles east of Fairview	61	East & West
Fifth Subdivision			
Addison	3.94 miles west of Davenport	32	East & West
Pitcairn	3.39 miles west of Galchutt	17	West
Seventh Subdivision			
Perella	6.79 miles west of Bowbells	24	East & West
Eighth Subdivision			
J. C. Jensen Spur Track	1.58 miles east of Chaffee	10	West
Lynchburg	4.43 miles east of Chaffee	26	East & West
Ninth Subdivision			
Hartland	13.56 miles east of Coulee	21	East & West
Kincaid Storage Track	0.36 miles east of Kincaid	30	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
Tenth Subdivision			
Lunds Valley	6.30 miles west of Lostwood	25	East & West
Hamlet	5.99 miles east of Wildrose	25	East & West
Hunts Gas Track	3.00 miles east of McGregor	25	East & West
Eleventh Subdivision			
Plentywood P. T. Track	3.94 miles west of Plentywood	32	East & West
Archer	6.86 miles east of Redstone	25	East & West
Navajo	6.51 miles west of Redstone	18	East & West
Madoc	7.43 miles east of Scobey	25	East & West
Twelfth Subdivision			
Niles	4 miles east of Leeds	20	East & West
Thirteenth Subdivision			
Considine	6.29 miles west of Cando	35	Both Ends
Maza	8.01 miles east of Cando	25	Both Ends
Fourteenth Subdivision			
Hong	7.24 miles west of York	15	Both Ends
Fifteenth Subdivision			
Leverich	6.34 miles west of Rugby	10	Both Ends
Kuroki	6.00 miles west of Westhope	21	Both Ends
Sixteenth Subdivision			
Dunning	5.95 miles west of Newberg	16	Both Ends
Seventeenth Subdivision			
Deering Pit	2 miles west of Deering	20	East & West
Wolseth	4.99 miles west of Deering	15	Both Ends
Forfar	5.26 miles west of Glenburn	26	Both Ends
Lorain	7.21 miles east of Sherwood	18	Both Ends