

COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
- *Dr. Hugo F. Schroeckenstein, Asst. to Chf. Med. Officer
St. Paul, Minn.
- *Dr. Louis T. O'BrienBreckenridge, Minn.
- Dr. C. W. JacobsonBreckenridge, Minn.
- Dr. 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. Gyman C. OkesonWilliston, N. D.
- *Dr. R. D. HarperSidney, Montana
- Dr. A. H. LamalWatford City, N. D.
- *Dr. Harold MessingerPlentywood, Mont.
- 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. MarlBottineau, N. D.
- Dr. A. B. LundLeeds, N. D.
- Dr. A. R. NeuenschwanderRolla, N. D.

*Designates also Examining Surgeon.

**OPHTHALMOLOGIST
(Eye Doctors)**

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

- R. R. Conway, Chief Dispatcher.
- T. R. Hamilton, Master Mechanic.
- T. G. Kotnour, Traveling Engineer.
- N. P. Moylan, Traveling Engineer.
- R. E. Jaeb, Traveling Engineer.
- R. L. Bushaw, Traveling Engineer.
- P. H. Johns, Supervisor Gavin Yard.
- E. L. Conaway, Trainmaster.
- D. D. Hoag, Trainmaster.
- D. H. Burn, Trainmaster.
- P. R. Ruppel, Asst. Trainmaster.

**GREAT NORTHERN
RAILWAY COMPANY**

**MINOT
DIVISION**

**TIME
TABLE
114**

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

Sunday, April 24, 1966

**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.**

4 WESTWARD		FIFTH SUBDIVISION										EASTWARD						
Station Numbers	Car Capacity		FIRST CLASS				Distance from Breckenridge	Time Table No. 114				Telegraph Calls	SIGNS	FIRST CLASS				
	Sidings	Other Tracks	27		31			Effective April 24, 1966						32		14		
			Daily		Daily			STATIONS						Daily		Daily		
03205	Yard	1097	L	1.02Pm	L	1.57Am	0.99	.....	BRECKENRIDGE.....★	BR	RDNW KOYB	A	1.45Am	A	4.50Pm	.....	.....
03207		136	s	1.05			0.99	.....	WHPETON.....	WH	PDNM			s	4.46	.....	.....
03209			A	1.08Pm	A	2.00Am	1.84	.....	WHPETON JCT.....		PJ	L	1.41Am	L	4.44Pm	.....	.....
03213	138	32					7.84	.....	DWIGHT.....	DT	DP					.....	.....
03220	70	20					14.45	.....	GALCHUTT.....	GS	DP					.....	.....
03227	142	29					21.04	.....	COLFAX.....	CX	DP					.....	.....
03233	70	29					27.23	.....	WALCOTT.....	Q	DP					.....	.....
03241	139	71					35.17	.....	KINDRED.....★	KR	DPW					.....	.....
03246		26					40.15	.....	DAVENPORT.....	DV	IDP					.....	.....
03251							44.44	.....	CHAFFEE LINE JCT.....		PJ					.....	.....
03253	139	37					47.91	.....	DURBIN.....	DU	DP					.....	.....
00698	141	184					55.80	.....	CASSELTON.....★	A	NYDXPJI					.....	.....
00709	158	19					66.52	.....	ABSARAKA.....	AX	DP					.....	.....
00715		45					72.55	.....	AYR.....	AY	DP					.....	.....
00724	108						80.05	.....	NOLAN.....★	W	PJ					.....	.....
				.06		.03			Time Over Subdivision Average Speed Per Hour					.04		.06		18.4

WESTWARD		SIXTH SUBDIVISION										EASTWARD						
Station Numbers	Car Capacity						Distance from Casselton	Time Table No. 114				Telegraph Calls	SIGNS					
	Sidings	Other Tracks						Effective April 24, 1966										
								STATIONS										
00698		184					6.62	.....	CASSELTON.....★	A	DNPXYJI					.....	.....
00705		46					8.77	.....	AMENIA.....	MY	DP					.....	.....
00707	63							.....	VANCE.....		IRPYJ					.....	.....
									Time Over Subdivision Average Speed Per Hour									

WESTWARD		SEVENTH SUBDIVISION										EASTWARD					
Station Numbers	Capacity of Tracks						Distance from Niobe	Time Table No. 114				SIGNS					
								Effective April 24, 1966									
								STATIONS									
58684	62						8.29	.....	NIobe.....	YJRD						.....	.....
58708	20						13.00	.....	BOWBELLS.....	DI						.....	.....
58721	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. 114				SIGNS					
								Effective April 24, 1966									
								STATIONS									
03251							11.59	CHAFFEE LINE JCT.....		PJ				
56512	25							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	Distance from Berthold	Time Table No. 114			Telegraph Calls	SIGNS	SECOND CLASS		
	Siding	Other Tracks			219	Effective April 24, 1966					220	
						STATIONS						Daily Ex. Sun.
00939		183	L 7.50 AM		BERTHOLD...★	BD	DPJXR	A	1.50 Pm			
58620		35	8.24	20.52	COULEE	C	D		1.15			
58627		35	8.36	27.54	KENASTON	K	D		1.01			
58634		32	8.47	34.17	NIobe	NB	JRDY		12.48			
58641		32	8.58	40.88	COTEAU	CA	D		12.35			
58655		43	9.22	55.09	LIGNITE	NG	D		12.07 Pm			
58657				57.09	LIGNITE JCT.		JR					
58665		16	9.42	65.16	KINCAID	KC	DYX		11.47			
58668	113	32	9.47	68.62	LARSON	RN	D		11.41			
58675		32	10.01	75.53	NOONAN	NX	DX		11.27			
58688		121	A 10.27 Am	88.70	CROSBY	CY	RDYX	L	11.07 Am			
				2.37	Time Over Subdivision				2.43			
				33.90	Average Speed Per Hour				32.65			

Station Numbers	Capacity of Tracks	Distance from Stanley	Time Table No. 114			SIGNS
			Effective April 24, 1966			
			STATIONS			
00970	204			STANLEY...★	DN PJYW	
58812	34	11.66		LOSTWOOD	P	
58825	44	24.52		POWER'S LAKE	DP	
58832	23	31.60		BATTLEVIEW	DP	
58838	37	37.98		MCGREGOR	DP	
58850	39	50.28		WILDROSE	DP	
58857	25	57.16		CORINTH	DP	
58864	35	64.25		ALAMO	DP	
58870	27	69.75		APPAM	DP	
58875	35	74.53		ZAHL	DP	
58880	35	80.17		HANKS	DP	
58887	105	86.49		GRENDORA	DPY	
				Time Over Subdivision		
				Average Speed Per Hour		

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Beaverville	Time Table No. 114			Telegraph Calls	SIGNS	SECOND CLASS	
	Siding	Other Tracks	373	371		Effective April 24, 1966					372	374
						STATIONS							Daily Ex. Sun.	Daily Ex. Sun.
01076				L 8.25 Am		BAINVILLE...★	B	DJPRY	A	1.20 Pm		
58009	41	22		8.52	10.64	McCABE	MC			1.01		
58018		34		9.14	19.30	FROID	FD	DP		12.45		
58030		40		9.30	25.66	HOMESTEAD	HO	DP		12.30		
		34		9.45	31.62	MEDICINE LAKE	MK	DP		12.15		
58038		25		10.04	39.12	RESERVE	RS	DP		12.01 Pm		
58044		28		10.20	45.40	ANTELOPE	AN	DP		11.45		
58052	40	126		L 11.45 Am	53.40	PLENTYWOOD...★	NY	DPX	L	11.30 Am	A	11.05 Am
58072		35		12.15 Pm	73.42	REDSTONE	RD	DP		10.25		
58084		35		12.45	85.38	FLAXVILLE	FX	DP		10.10		
58097	37	126		1.15	97.97	SCOBEY...★	SC	DPX		9.50		
58105		24		1.45	106.50	FOUR BUTTES	FO	DP		9.20		
58117		35		2.25	118.01	PEERLESS	PR	DP		8.45		
58128		30		3.05	129.51	RICHLAND	CA	DP		8.10		
58138		34		3.35	139.33	GLENTANA	G	DP		7.30		
58145		122		A 4.01 Pm	146.60	OPHEIM...★	OM	BDPRY	L	7.00 Am		
				4.16	Time Over Subdivision				1.50			
				21.8	Average Speed Per Hour				23.1	4.05		
										22.8		

Westward trains are superior to eastward trains of the same class on the Ninth, Tenth and Eleventh Subdivisions except No. 374 is superior to No. 373

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. 114 Effective April 24, 1966	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			
	Sidings	Other Tracks				3						Daily	4		
05384	Yard	079				L 3.32pm		DEVILS LAKE	WS	BDNJKO PRXYZ	A	11.07Am			
05391		16				3.40	7.10	GRAND HARBOR		P		10.59			
05396	76	33				3.45	12.08	PENN.	PN	DP		10.53			
05402	129	128				f 3.50	18.06	CHURCHES FERRY	FY	DJPRXY	f	10.47			
05414	161	29				s 4.02	30.37	LEEDS	JD	DP	s	10.36			
05420	81	48				4.10	36.69	YORK	XN	DJPRXY		10.30			
05426	56	34				4.16	42.68	KNOX	OX	DP		10.24			
05432		38				4.22	48.21	PLEASANT LAKE	A	DP		10.19			
05441	124	248				s 4.36	57.24	RUGBY	RU	BDNJKO OPRXY	s	10.09			
05446	70	18				4.42	62.46	TUNBRIDGE		P		10.01			
05452	71	29				4.48	68.76	BERWICK		P		9.55			
05460	157	69				s 4.57	76.18	TOWNER	OW	DJPRXY	s	9.47			
05468	70	17				5.06	84.02	DENBIGH		P		9.37			
05481	67	72				5.20	97.08	GRANVILLE	J	DJPRXY		9.24			
05487	71	28				5.26	103.04	NORWICH		P		9.17			
05495		36				A 5.35pm	111.17	SURREY		PJX	L	9.09Am			
						2.03 54.23						1.68 56.5			

THIRTEENTH SUBDIVISION WESTWARD		EASTWARD		Distance from Church's Ferry	Time Table No. 114 Effective April 24, 1966	STATIONS	SIGNS
Station Numbers	Sidings	Other Tracks	Car Capacity				
05402	129	128				CHURCHES FERRY	DJPRXY
58015	57	98		15.38		CANDO	D
58028		35		27.84		BISBEE	DU
58025		38		35.16		PERTH	D
58047		41		47.41		ROLLA	D
58055		27		54.82		ST. JOHN	DY

FOURTEENTH SUBDIVISION WESTWARD		EASTWARD		Distance from York	Time Table No. 114 Effective April 24, 1966	STATIONS	SIGNS
Station Numbers	Capacity of Tracks						
05420	129					YORK	DJPRXY
58114	35			14.33		WOLFORD	D
58121	9			20.02		NANSON	D
58127	48			27.34		ROLETTE	DU
58134	36			34.19		THORNE	D
58142	49			41.04		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	Distance from Rugby	Time Table No. 114 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS
05441	248		RUGBY 12.76 ★	RU	BDNJKP
58213	36	12.76	BARTON 8.45		ORXY
58221	36	21.21	WILLOW CITY 7.37		D
58228	11	28.58	OMEMEE 9.52		U
58238	119	38.10	BOTTINEAU 8.86		D
58245	29	44.76	CARBURY 5.34		D
58261	46	51.10	SOURIS 5.53		D
58266	22	56.63	ROTH 5.09		D
58262	27	61.72	LANDA 5.81		D
58267	97	67.53	WESTHOPE 12.71		D
58280	46	80.24	ANTLER		DY

SIXTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Toward	Time Table No. 114 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS
05460	119		TOWNER 14.16 ★	DJPRXY	
58314	28	14.16	BANTRY 7.98		D
58322	35	22.14	UPHAM 8.72		D
		30.86	500 LINE CROSS'G. 3.96		U
58335	45	34.82	NEWBURG 10.64		D
58336	61	45.46	MAXBASS		DY

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 114 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS
05481	210		GRANVILLE 13.00	DJPRXY	
58413	38	13.00	DEERING 11.47		D
58424	36	24.47	GLENBURN 10.80		D
58435	47	35.27	LANSFORD 11.09		DU
58446	112	46.36	MOHALL 14.86		D
58461	79	61.22	SHERWOOD		DY

EIGHTEENTH SUBDIVISION 7
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatum Line Jct.	Time Table No. 114 Effective April 24, 1966 STATIONS	Telegraph Calls	SIGNS
58515	138	15.82	TATMAN LINE JCT. 15.82 TATMAN		XJ

SPEED TABLE

Time Per Mile	Miles		Time Per Mile	Miles	
	Min.	Sec.		Min.	Sec.	Per Hour
46	78.8	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	31.2	
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	—	8.8	
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.

80 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 81500 through 81524 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: 227 thru 230; 550 thru 599, (lock blocks), 600 thru 699; 700 thru 734; 900 thru 915, 2000 thru 2035, 2500 thru 2523 and 3000 thru 3040.

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, 2509 thru 2523, 3026 thru 3040.
65 MPH.....	All other diesel engine units.

- Except at points where it is necessary to classify trains, ore 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.
 - Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.
 - Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
 - Trains departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication. During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.
 - Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
 - Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employees will be inspected by Division Officers, Rules Examiners and other designated officers.
- Rule 3 (C) of the Consolidated Code of Operating Rules is

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

- 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.

“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.”

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

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

Fargo—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. 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.

7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, 50 feet East of East siding switch Luverne.

Eastward trains, on 10 foot mast at West switch Karnak.

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

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

8. MANUAL INTERLOCKINGS.

N. P. Ry. crossing Moorhead Jct.
Whistle signal for routes:

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

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

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

10. AUTOMATIC INTERLOCKINGS.

CMS&P. RR. crossing.....3.56 miles west of Wahpeton Jct.
Junction with Sixth SubdivisionVance

N. P. Ry. crossingNew Rockford
MSTP&SSM. RR. crossing5.88 miles west of Aylmer

At Vance, in making eastward train or engine movements from First Subdivision to Sixth Subdivision over the east leg of the wye, a member of the crew must observe light indicator mounted on release box on iron mast opposite wye track switch. If indicator lamp is lighted, wye switch may be lined for movement to Sixth Subdivision, and if signal governing such movement indicates proceed train movement may be made immediately. If indicator light is not lighted, a member of the crew must operate clockwork time release located in iron box on mast opposite wye switch marked “Release”. Instructions for operating clockwork release posted on inside cover of release box door. At west wye switch at Vance, leading from First Subdivision to Sixth Subdivision eastward train or engine movements will be governed by indication, Rule 240J-Fig. 1. If signal does not indicate proceed after lining west wye switch for movement to Sixth Subdivision, a member of the crew must operate clockwork time release located in iron box fastened to the side of the instrument case on north side of track opposite signal, marked “Release”. Instructions for operating clockwork release are posted on inside of release box door.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

CMS&P. RR. Crossing 3.56 miles west of Wahpeton Jct.	60 MPH	35 MPH
Between Home Signals of Interlockings at:		20 MPH
New Rockford, eastward trains over N.P. crossing.		
Minot, all trains over footwalk just east of depot	10 MPH	

3. TRAIN REGISTER EXCEPTIONS.

Nos. 81, 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.

11. RESTRICTED CLEARANCES.

Minot stock yards, account elevated tracks north of bulkheads, employes must not get off on the south side from cars or engines while in motion.

12. Minot.

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

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

Automatic block signals of the color light type are in service on these tracks for movements with the current of traffic. Crossover switches, when not being used, must be left lined and locked in normal position on both the freight tracks and switching lead.

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	Passenger	Freight
Minot and Bainville	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.

Minot Division Clearance Form A received at Havre will clear the train at Bainville. Butte Division trains must obtain the Butte Division Clearance at Williston which will clear the train at Bainville.

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

5. SPEED TEST BOARDS.

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

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

Eastward trains, between MP 91.5 and MP 92.5, approximately 1 mile east of Ray.

Westward—Between MP 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 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.

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 the track which they govern:
- Stanley Eastward governing home signal at west switch of control siding.
 - Ross Westward governing home signal on siding at west switch.
 - Wheelock Westward governing home signal on siding at west switch.
 - Epping Eastward governing home signal on westward main track end of double track.
Eastward governing approach signal on westward main track 8500 ft. west of end of double track.

11. DRAGGING EQUIPMENT DETECTOR INDICATOR.
Eastward trains at signal 6.8 approximately eight miles east of DesLacs.
Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).
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.

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

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
Wahpeton Jct., Nolan, Vance, Chaffee Line Jct., Berthold, Stanley, Bainville, Snowden and Niobe. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

4. TRAIN REGISTER EXCEPTIONS.
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.
Vance, register is only for trains when directed by Train Order.

5. SPEED TEST BOARDS.
Engineers shall test speed of train passing the following location then compare with speed table;
Westward trains between MP 10 and MP 11 about 2 miles west of Dwight.

6. SPRING SWITCHES WITH FACING POINT LOCK.
Casselton, east switch of siding.
Vance, west wye switch, normal position is for First Subdivision.

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

8. MANUAL INTERLOCKINGS.
Casselton Tower— N. P. Crossing
Casselton Tower, whistle signals for routes,
Main track— 1 long
siding 1 long, 1 short

9. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
Casselton Jct. switch controlled by operator at Casselton Tower.

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

11. SEMI-AUTOMATIC INTERLOCKINGS.
Wahpeton— Milwaukee Railway crossing

12. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. 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

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	50 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

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.
Crossing2.9 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			
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
Wooley Beet Track	4.07 miles east of Sidney	33	East & West
Nohle	2.55 miles west of Snowden	14	East & West
Ridgelawn	4.11 miles west of Fairview	12	East & West
Enid	7.46 miles west of Lambert	42	East & West
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. Jenson 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	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
Tenth Subdivision			
Lunda 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	15	Both Ends
Seventeenth Subdivision			
Deering Pit	2 miles west of Deering	20	East & West
Wolseth	4.99 miles west of Deering	15	Both Ends
Forfar	5.26 miles west of Glenburn	26	Both Ends
Lorain	7.21 miles east of Sherwood	18	Both Ends