



COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
 - *Dr. Charles T. Eginton, Asst. to Chf. Med. Officer
St. Paul, Minn.
 - *Dr. Louis T. O'BrienBreckenridge, Minn.
 - Dr. C. W. JacobsonBreckenridge, Minn.
 - *Dr. Clarence V. BatamanBreckenridge, Minn.
 - Dr. E. W. HumphreyMoorhead, Minn.
 - *Dr. V. G. Borland Fargo, N. D.
 - Dr. G. Howard Hall Fargo, N. D.
 - Dr. Earl M. Haugrud Fargo, N. D.
 - *Dr. C. G. Owens New Rockford, N. D.
 - Drs. Kermott and Kermott Minot, N. D.
 - Dr. M. G. Flath Stanley, N. D.
 - Dr. William KnoblockTioga, N. D.
 - *Dr. Robert GoodmanPowers Lake, N. D.
 - *Dr. C. O. McPhall Crosby, N. D.
 - *Dr. J. P. Craven Williston, N. D.
 - Dr. Edward J. Hagan Williston, N. D.
 - Dr. O. A. Swenson Fairview, Montana
 - Dr. R. D. Harper Sidney, Montana
 - *Dr. Harold Messinger Plentywood, Mont.
 - Dr. P. O. C. Johnson Watford City, North Dakota
- *Designates also Examining Surgeon.

**OPHTHALMIC SURGEONS
(Eye Doctors)**

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

- R. E. Conway, Chief Dispatcher.
- R. E. STROM, Trainmaster.
- T. G. HOOKER, Trainmaster.
- J. A. LEHN, Asst. Trainmaster.
- R. L. AASE, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 93

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

Tuesday, September 8, 1959

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

**R. H. HEMMESCH, Superintendent.
R. N. WHITMAN, General Manager.
A. W. CAMPBELL,
General Superintendent Transportation.**

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS				Distance from Fargo Jct.	Time Table No. 93		Telegraph Code	
	Sleeper	Other Trucks	343	199	311	341	27	3	9	31		Effective September 8, 1959			
			Mon., Wed., Thurs., Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily		STATIONS			
242			L 3:55 ²⁸ pm		L 7:05am	L 6:55am		L 2:58pm		L 2:09am		11.40	FARGO JCT. ★	F	
FS 12	69	23	4.18		s 7:28	f 7:17		3.12		2.20		15.54	PROSPER	RO	
FS 17		14			f 7:35							15.54	NEWMAN		
FS 23	65		A 4:35 ³⁴²		A 7:45							21.84	VANCE		
			L 4:55		L 8:00	A 7:30am		3.25 ²⁸		2.31					
FS 29	69	32	5.10 ⁸¹²		f 8:10			3.32		2.37		27.89	MASON		
S 15			A 5:30pm		8:15			3.35		2.40		30.92	ERIE JCT.		
FS 41	128				L 9:30am	A 8:30am		3.44		2.49		39.73	NOLAN. ★	W	
FS 47	79	23			s 9:45			3.50 ²⁰⁰		2.56		46.42	WALDEN		
FS 53	142	27			s 10:10			3.56		3.01		51.78	PILLSBURY	BX	
FS 60	128	34			s 10:30			4.04		3.08		59.17	LUVERNE		
FS 67	79	34			s 10:45			4.12		3.16		65.53	KARNAK		
FS 73	133	26			s 11:05			f 4:18		3.22		71.92	HANNAFORD. ★	HO	
FS 86	139	33			s 11:35			4.31		3.35		85.32	SUTTON	SU	
FS 93		52			s 11:55			4.38		3.42		92.29	GLENFIELD	GD	
FS100	143	33			s 12:17pm			4.44		3.48		98.85	JUANITA. ★	JA	
FS106		45			s 12:30			4.50		3.54		105.29	GRACE CITY	G	
FS113	146	33			s 12:42 ²⁰⁰			4.56		4.00		111.68	BRANTFORD	BF	
FS118	136	32			f 12:55			5.01		4.06		117.43	DUNDAS		
FS124	210	605	A 1:05 ²⁸					A 5:06		A 4:12		123.27	NEW ROCKFORD. ★	KO	
FS131		23	L 1:55					L 5:13		L 4:17		130.07	MUNSTER		
FS137	160	35			f 2:05			5.20		4.24		135.76	BREMEN	BN	
FS143		31			s 2:20			5.25		4.30		141.87	HAMBERG	MA	
FS149	141	31			s 2:31			5.30		4.36		148.28	HEIMDAL	HD	
					s 2:43			5.36		4.42					
FS155	141	33			s 2:55			5.41		4.47		154.38	WELLSBURG	WX	
FS162	141	33			s 3:10			5.46		4.52		160.70	SELZ. ★		
FS169		25			s 3:23			5.53		4.59		167.73	CLIFTON		
FS177	191	34			s 3:38			6.01		5.07		176.01	AYLMER. ★	MR	
FS183		41			f 3:45			6.06		5.12		181.89	NORFOLK		
FS187	153	34			s 3:59			6.09		5.15		185.76	GUTHRIE	GU	
FS193		41			s 4:10			6.14		5.20		191.72	RANGELEY		
FS200	84	33			s 4:25			6.20		5.26		198.58	KARLSRUHE. ★	RA	
FS205	144	28			s 4:40			6.25		5.31		204.44	VERENDRYE	RY	
FS212	134	33			s 4:53			6.31		5.37		210.86	SIMCOE	SC	
FS218	144	25			f 5:03			6.36		5.42		217.27	GENOA		
519	50				s 5:15			6.44	L 7:05pm	L 1:05pm	5.50	224.85	SURREY	SR	
521												228.35	J. D. SWITCH	GY	
523		221			5.25			6.48	7.09	1.09	5.54	229.59	C. K. SWITCH		
526	Yard	4325			A 5:35pm			A 6:55pm	A 7:15pm	A 1:15pm	A 6:01am	232.08	MINOT. ★	AD	
					1.35 19.5	8.05 23.8	1.25 28.0	.35 37.4	3.57 58.8	.10 43.4	.10 43.4	3.52 60.0			

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class except No. 28 and No. 4 are superior to No. 9.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

Time Over Subdivision
Average Speed Per Hour

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 93

Effective September 8, 1959

STATIONS	Distance from Alton	SIGNS	FIRST CLASS				SECOND CLASS				
			4	10	28	32	200	312	342	344	
			Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Mon., Wed., Thurs., Sat.	
FARGO JCT. ★	232.08	BDNJK ORWXY			A 3.50 ⁸⁴³ PM	A 1.31Am		A 6.10Pm	A 5.35Pm	A 9.25Pm	
PROSPER	220.68	DP			3.38	1.18		s 5.50	f 5.17	9.05	
NEWMAN	216.54							f 5.43			
VANCE	210.24	RYPJI			3.25 ³⁷	1.06		L 5.35	L 5.00 ³⁴⁸ Pm	8.45	
MASON	204.19	P			3.19	12.58		f 5.10 ⁸⁴³		8.30	
ERIE JCT.	201.16	PJ			3.16	12.54		5.05		L 8.20Pm	
NOLAN ★	192.35	PIDNJ			3.07	12.45		A s 4.25Pm	L 4.50Pm		
WALDEN	185.66	P			3.01	12.38		s 3.50 ²⁷			
PILLSBURY	180.30	DP			2.56	12.32		s 3.30			
LUVERNE	172.91	DP			2.48	12.24		s 3.10			
KARNAK	166.55	DP			2.41	12.16		s 2.53			
HANNAFORD ★	160.16	IDNP			s 2.35 ²⁰⁰	12.09Am		s 2.40			
SUTTON	146.76	DP			2.20	11.54		s 2.08			
GLENFIELD	139.79	DP			2.13	11.47		s 1.55			
JUANITA ★	133.23	DNP			2.06	11.40		s 1.41			
GRACE CITY	126.79	DP			2.00	11.33		s 1.23			
BRANTFORD	120.40	DP			1.54	11.27		s 1.08			
DUNDAS	114.65	P			1.48	11.20		s 1.00 ¹⁹⁹			
NEW ROCKFORD ★	108.81	IRDNPB KWXOY			L 1.42 ¹⁸⁹	L 11.13		L 12.40Pm			
MUNSTER	102.01	P			A 1.37	A 11.08		A 11.20Am			
BREMEN	96.32	DP			1.30	11.01		f 11.01			
HANBERG	90.21	DP			1.25	10.55		s 10.48			
HEIMDAL	83.80	DP			1.19	10.49		s 10.30			
WELLSBURG	77.70	DP			1.07	10.36		s 9.53			
SELZ ★	71.38	DPN			1.01	10.30		s 9.35			
CLIFTON	64.35	P			12.54	10.23		s 9.16			
AYLMER ★	56.07	DP			12.46	10.14		s 9.00			
NORFOLK	50.19	IP			12.40	10.08		f 8.28			
GUTHRIE	46.32	DP			12.37	10.04		s 8.20			
RANGELEY	40.36	P			12.31	9.58		s 8.03			
KARLSRUHE ★	33.50	DPN			12.24	9.51		s 7.52			
VERENDRYE	27.64	DP			12.19	9.46		s 7.35			
SIMCOE	21.22	DP			12.13	9.40		s 7.18			
GENOA	14.81	P				12.07Pm	9.33	f 7.02			
SURREY	7.23	XRDNPJ	A 11.49Am	A 2.20Pm	11.59	9.25		s 6.50			
J. D. SWITCH	3.83	IP									
C. K. SWITCH	2.49	PXI IRDNPW KOXBY	11.44	2.14	11.54	9.20		6.35			
MINOT ★			L 11.40Am	L 2.10Pm	L 11.50Am	L 9.15Pm		L 6.30Am			
Time Over Subdivision			.09	.10	4.00	4.16		9.55	1.20	.35	1.05
Average Speed Per Hour			48.2	43.4	58.0	54.4		19.4	29.8	37.4	28.5

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class except No. 28 and No. 4 are superior to No. 9.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

4 WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS			Distance from Minot	Time Table No. 93			STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks	219				Effective September 8, 1959						4	32	220	
			Daily Ex. Sun. & Tues.	3	31		Daily	Daily	Daily				Daily	Daily Ex. Sun.		
526	Yard	4325	L 6.25Am	L 7.45Pm	L 6.10Am	4.31	MINOT ★	AD	IRDNPWY KOXB	A 11.15Am	A 9.02Pm	A 4.45Pm				
						4.94	W. L. SWITCH		IP	11.07	8.55					
538	60	16	s 6.50			13.47	GASSMAN SWITCH		IP							
544		38	s 6.58			17.59	DES LACS	DE	DP				s 4.13			
							LONE TREE		P				s 4.02			
549	138	208	s 7.06	8.13	6.36	22.34	BERTHOLD ★	BD	DPR	10.47	8.35	s 3.50				
			A 7.10Am			22.58	CROSBY LINE JCT.		JPX			L 3.45Pm				
558	150	15				32.05	TAGUS		P							
565	194	16				38.87	BLAISDELL	BX	DP							
572	140	22				45.85	PALERMO	PA	DP							
580	260	248		s 8.52	7.08	53.67	STANLEY ★	SA	DNPYBR	s 10.12	7.57					
587	175	24				61.00	ROSS	YR	DP							
599	140	25				73.04	WHITE EARTH	WH	DNP							
609	118	456		s 9.25	7.36	80.90	TIOGA ★	OG	DNP	s 9.40	7.22					
614	140	17				86.43	TEMPLE	MP	DP							
617	110	42		9.38	7.48	92.68	RAY	RX	DP	9.25	7.07					
625	146	28				97.99	WHEELOCK ★	W	DP							
631		30				103.16	EPPING	FG	DP							
633	96	17				108.97	SPRING BROOK		P							
641				10.07	8.11	114.55	AVOCA		P							
647	Yard	1922		A 10.15	A 8.20	120.24	WILLISTON ★	WN	RDNPWY KOXB	L 8.50	L 6.30					
659	300	29		L 9.30	L 7.30	132.23	WILLISTON ★	WN		A 7.40	A 5.20					
668		41				140.79	TRENTON	ON	DP							
676	280	91				146.16	FT. BUFORD		P							
681		10				151.92	SNOWDEN ★	SN	DJPY							
							LAKESIDE		P							
685	172	280		A 10.10Pm	A 8.10Am	158.34	BAINVILLE ★	B	DNJPYRB	L 7.00Am	L 4.31Pm					
			.45 30.1	3.25 46.3	3.00 52.7		Time Over Subdivision Average Speed Per Hour			3.15 48.7	3.31 45.0	1.00 22.6				

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

CONDITIONAL STOPS

No. 3 will stop at Ray on flag to discharge revenue passengers from Minot and east.
 No. 4 will stop at Ray on flag to pick up revenue passengers for points Minot and east.
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

WESTWARD										THIRD SUBDIVISION										EASTWARD 5									
Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS				Distance from Breckenridge	Time Table No. 93 Effective September 8, 1959			STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS								
	Sidings	Other Tracks	199	27	9	31	27	9	31	32		28	10	200				Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.									
A214	Yard	1156	L 6.00Am	L 1.50Pm	L 2.50Am	L 1.12Am							..BRECKENRIDGE*	BR	RDNXW	A 2.37Am	A 5.06Pm	A 11.30Pm	A 8.15Pm										
R 1		136	s 6.05	s 1.52	s 2.53				0.99				..WHPETON	WH	PXDN		s 5.02	s 11.25	s 8.05										
			6.08	A 1.54Pm	A 2.55Am	A 1.15Am			1.84				..MILW. CROSSING		M														
R 8	138	32	s 6.22						7.84				..WHPETON JCT.	PJX		L 2.33Am	L 4.59Pm	L 11.22Pm	8.00										
R14	70	20	s 6.36						14.45				..DWIGHT	DT	DP				s 7.48										
R18		17	f 6.42						17.84				..GALCHUTT	GS	DP				s 7.30										
													..PITCAIRN	P					f 7.20										
R21	142	29	s 6.51						21.04				..COLFAX	CX	DP				s 7.14										
R28	70	29	s 7.05						27.23				..WALCOTT	Q	DP				s 6.59										
R36	139	71	s 7.30						35.17				..KINDRED	KR	DNP				s 6.40										
R41		25	s 7.38						40.15				..DAVENPORT	DV	IDP				s 6.15										
		32	f 7.45						44.09				..ADDISON	P					f 6.05										
									44.44				..CHAFFEE LINE JCT.	PJ															
R48	139	37	s 7.55						47.91				..DURBIN	DU	DP				s 5.55										
									55.58				..Casselton Tower	CT	IDNPX														
R56	141	184	s 8.20						55.80				..CASSELTON	A	DXP				s 5.35										
			8.23						56.13				..CASSELTON JCT.	XYJPI					5.30										
T 1	73	19	s 8.45						66.52				..ABSARAKA	AX	DP				s 5.10										
T 7	107	26	s 9.10						72.55				..AYR	AY	DP				s 4.55										
FS41	128		A 9.25Am						80.05				..NOLAN	W	RIDPNU				L 4.25Pm										
			3.25 23.4	.04 27.6	.05 22.1	.03 36.8							Time Over Subdivision Average Speed Per Hour			.04 27.6	.07 15.8	.08 13.8	3.50 20.9										

WESTWARD										FOURTH SUBDIVISION										EASTWARD									
Station Numbers	Car Capacity		SECOND CLASS				Distance from Casselton Jct.	Time Table No. 93 Effective September 8, 1959			STATIONS	Telegraph Calls	SIGNS	SECOND CLASS															
	Sidings	Other Tracks	(312) 369	(311) 367	(311) 368	(312) 370		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.				Daily Ex. Sun.															
R 63		46	L 5.30Pm	L 7.55Am					6.62				..CASSELTON JCT.	IPYJ															
FS 23		69	A 5.35Pm	A 8.00Am					8.77				..ANEMIA	MY	DP	A 3.67Am	A 5.25Pm												
			.05 25.8	.05 25.8									..VANCE	IRPYJ		L 7.45Am	L 5.20Pm												
													Time Over Subdivision Average Speed Per Hour			.05 25.8	.05 25.8												

WESTWARD										FIFTH SUBDIVISION										EASTWARD									
Station Numbers	Capacity of Tracks	Distance from Northgate Line Jct.	Time Table No. 93 Effective September 8, 1959			Telegraph Calls	SIGNS																						
			STATIONS																										
VE 8	20	8.01	..NORTHGATE LINE JCT.		YJ																								
VE15	24	14.73	..BOWBELLS	BE	D																								
VE21	104	21.01	..PERELLA																										
			..NORTHGATE	NO	RDX																								
		21.46	..BOUNDARY LINE		J																								

WESTWARD										SIXTH SUBDIVISION										EASTWARD									
Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 93 Effective September 8, 1959			Telegraph Calls	SIGNS																						
			STATIONS																										
R 45	26	7.16	..CHAFFEE LINE JCT.		PJ																								
R 46	25	11.59	..LYNCHBURG																										
			..CHAFFEE		D																								

Westward trains are superior to eastward trains of the same class on the Third, Fourth, Fifth and Sixth subdivisions except Nos. 368 and 370 are superior to Nos. 367 and 369.

WESTWARD

TENTH SUBDIVISION

EASTWARD 7

Station Numbers	Capacity of Trucks		SECOND CLASS		Distance from Watford City	Time Table No. 93 Effective September 8, 1959	STATIONS	Telegraph Code	SIGNS	SECOND CLASS	
				615						Mon, Wed. and Fri.	616	Mon, Wed. and Fri.
VG 37	128			L 11:30Am		.....	.....	WF	DRXY	A 11:00Am	
VG 29	40			11.50	7.40	.....	.....	NE	D	10:47	
VG 24	30			12.05pm	12.46	.....	.....	RA	D	10:33	
VG 19	39			12.20	17.54	.....	.....	A	D	10:09	
VG 13	33			12.38	23.45	.....	.....	AU	D	9.50	
VG 6	30			12.59	31.31	.....	.....	CG	D	9.25	
VF 14	72			A 1:20pm	37.02	.....	.....	FA	DJPRXY	L 9:10Am	
				1.50				Time Over Subdivision Average Speed Per Hour		1.50	20.2

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Belleville	Time Table No. 93 Effective September 8, 1959	STATIONS	Telegraph Code	SIGNS	SECOND CLASS	
	Sidings	Other Trucks		371						Daily Ex. Sunday	372	Daily Ex. Sunday
685				L 8:25Am		.....	.....	B	BDNPRY	A 3:06Pm	
VC 11	41	22		8.52	10.64	.....	.....	MC	DP	2.39	
VC 19		34		9.14	19.30	.....	.....	FD	DP	2.17	
VC 26		40		9.30	25.66	.....	.....	HO	DP	2.01	
VC 32		34		9.45	31.62	.....	.....	MK	DP	1.45	
VC 39		25		10.04	39.12	.....	.....	RS	DP	1.26	
VC 45		25		10.20	45.40	.....	.....	AN	DP	1.10	
VC 53	40	125		10.50	53.40	.....	.....	NY	DPXY	12.50Pm	
VC 66		25		11:28	66.56	.....	.....		P	11:28	
VC 71		35		11.52	73.42	.....	.....	RD	DP	11.07	
VC 78		18		12.09pm	79.93	.....	.....		P	10.47	
VC 85		35		12.27	85.38	.....	.....	FX	DP	10.30	
VC 91		25		12.43	90.54	.....	.....		P	10.13	
VC 98	37	126		1.20	97.97	.....	.....	SC	DPXY	9.50	
VC106		24		1.50	106.50	.....	.....	PO	DP	9.20	
VC118		35		2.35	118.01	.....	.....	PR	DP	8.45	
VC129		30		3.15	129.51	.....	.....	CA	DP	8.10	
VC139		34		3.45	139.38	.....	.....	G	DP	7.30	
VC147		122		A 4:15pm	146.60	.....	.....	OM	BDPRXY	L 7:00Am	
				7.50				Time Over Subdivision Average Speed Per Hour		8.06	18.1

Westward trains are superior to eastward trains of the same class on the Tenth and Eleventh Subdivisions except No. 616 is superior to No. 615 and No. 372 is superior to No. 371.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 16.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

In double track territory, when trains or engines are operated against the current of traffic or when one of the tracks is used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is Passenger Freight
59 MPH 49 MPH

This does not modify Rule 93. Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

On subdivisions where both passenger and freight trains are operated, the 45 degree sign has two sets of figures, the numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains, and to passenger trains when handling freight cars, except cars equipped with steel wheels, air signal and steam heat lines. On subdivisions where normally only freight or mixed trains are operated, the 45 degree sign may have just one set of figures preceded with the letter "F", which applies to all trains.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Diesel engines light or with caboose only..... 50 MPH

When cabooses are handled in passenger service trains will not exceed speed of:

When handling cabooses X-100, X-198 to X-310.... 65 MPH
caboose X-330 to X-749 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, Wedge Plows, etc.

On Main Lines 30 MPH

Except on six degree curves or sharper and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines..... 30 MPH

except on 6 degree curves or sharper and on Branch Lines 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock 25 MPH

Trains or engines through No. 20 turnouts at: 35 MPH

Wahpeton Junction..... Junction switch to Third Subdivision.

Vance West wye switch.
East siding switch.

Casselton East siding switch and Casselton Jct. switch.

Nolan West siding switch.

Dundas East and west siding switch.

New Rockford West yard lead.

Selz East and west siding switch.

Aylmer..... East and west siding switch.

Guthrie..... East and west siding switch.

Simcoe East and west siding switch.

Surrey All switches.

J D Switch..... Crossover between main track and eastward freight track.

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 siding.

Ross West switch of control siding.

Wheelock End of double track.

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.

Trains or engines through No. 15 turnouts at: 25 MPH

Breckenridge West siding switch.

Nolan Junction switch First to Third Subdivision.

Trains or engine through all other turnouts 15 MPH

(e) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Diesel and Diesel-Electric engines 2303-2350 must be handled on rear of train.

Single unit switcher and road switcher type diesel engines moving dead in freight trains are to be handled not less than five (5) cars, or more than fifteen (15) cars from road engine. Additional units are to be separated by not less than five (5) cars. Multiple unit groups, not exceeding four (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than five (5) cars from road engine. Additional groups or single units are to be separated by not less than five (5) cars.

Trains handling Diesel and Diesel-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 19, 24 to 28, 75 to 170	50 MPH
20 to 23, 29 to 33, 175 to 232, 247 to 249, 254 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 598, 600 to 678, 681 to 732, 900-903	65 MPH
260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	79 MPH
2303 to 2324	50 MPH
2325 to 2350	60 MPH

3. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.

4. When two or more Diesel engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

5. Air hose on engines must be hooked up in hose fastener when not in use.

6. EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS.

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

7. COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:

FIRST SUBDIVISION

NOLAN.....Both—Hose in treating plant.

SECOND SUBDIVISION

STANLEY.....Both—West Standpipe, hose in depot.

THIRD SUBDIVISION

KINDRED.....Both—Hose in depot.

8. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.
9. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen. Rule 2A of the Consolidated Code of Operating Rules and General Instructions does not apply to employes of the Great Northern Railway.
10. When operating snow machines in non-block signal territory no train should be permitted to follow closer than a station apart, when that cannot be done they will be blocked not less than thirty minutes apart.
11. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.
12. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
13. Unless otherwise provided, when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, trains shall stop at points where U. S. Mail is usually picked up and conductors are responsible for delivery of mail to Postal car.
14. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
15. Engineers finding flat spots on Diesel engines in excess of two and one-half inches, will immediately notify Superintendent, who will prescribe for the movement.
16. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
17. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from way-bills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.
18. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car. Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be handled in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammable, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.

19. In Automatic Block Signal territory, the absence of the "lunar white" light on a spring switch signal, Rule 501 E, Page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.

20. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

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.

INDICATORS AT SPRING SWITCHES.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated by a member of the crew who, together with engineer must observe and be governed by its indication before fouling main track or making movement from siding to main

track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch, and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicators, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and remove key. If the yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement main track is to be made.

21. 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.

22. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

23. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:

Nos. 31, 32, 3, 4, 7, 8, 9, 10, 27, 28, and sections thereof; also, extra passenger train whether operated as a section of regular train or as a passenger extra.

24. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner.

However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employees to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished under the following conditions:

When standing at initial and final terminal of run.

When train is being switched from rear.

When train is in the clear on siding.

When operating in double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, but not until it is known such train is not on same track.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

25. Rule D-97 is in effect on this division.

26. Rule 19 figures 2 to 9 inclusive, and Rule 19B are supplemented as follows:

When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.

The built-in electric markers, or electric signal lamps used as markers, must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

27. Rule 35 of the Consolidated Code of Operating Rules and General Instructions is amended as follows: The following signals will be used by flagmen:

Day Signals, A red flag, not less than ten (10) torpedoes and six (6) fuses, more if necessary.

Night Signals, Not less than ten (10) torpedoes and six (6) fuses, more if necessary.

Red lantern therefore is discontinued as a part of a train flagman's equipment on Great Northern owned and operated trackage, except when operating in Canada.

Red lanterns should be provided for use on rear of transfers in terminal yards where required. Also on cabooses to comply with Consolidated Code Rules 19a, 101, 101a, 101b.

FIRST SUBDIVISION

(Main Line)

MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fargo Jct. and Minot	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: 20 MPH
Nolan, for movements from Third to First Subdivision, and from Third Subdivision to Dakota Division.

New Rockford, eastward.

Hannaford, Nos. 31 and 27 passing depot..... 40 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. Surrey, all trains register by ticket.

Minot, first class trains, passenger extras, Trains 199, 200, and Dakota Division 18th Subdivision trains will register at passenger station, other trains at yard office.

First class trains and passenger extras register by ticket at Fargo Jct.

Vance, register only for Nos. 311, 312, 343, 344, 367, 368, 369, 370.

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

(a) Westward First Class Trains and passenger extras must obtain Minot Division Clearance at Fargo which will clear such trains at Fargo Jct. when train order signal indicates proceed.

(b) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 311 and 312 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 respectively at that point.

(c) All trains must obtain Clearance Form A at New Rockford.

(d) At New Rockford, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

5. SPEED TEST BOARDS.

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

Eastward trains, between MP 117 and MP 116, approximately 2 miles east of Dundas.

Westward trains, between MP 146 and MP 147, approximately 4 miles west of Hamberg.

Eastward trains, between MP 221 and MP 220, approximately 4 miles east of Surrey.

6. SPRING SWITCHES WITH FACING POINT LOCK.

Vance, west wye switch.

Normal position is for First Subdivision.

Vance, east siding switch.

Hannaford, west siding switch.

Dundas, east and west siding switch.

New Rockford, east yard lead switch.

Normal position is for main track.

Selz, east and west siding switch.

Aylmer, east end eastward siding and west end westward siding.

Guthrie, east and west siding switch.

Simcoe, east and west siding switch.

7. DRAGGING EQUIPMENT DETECTOR INDICATOR.

Westward trains, at signal 317.1 approximately 3 miles west of Luverne.

Eastward trains, at signal 319.0 approximately one and one-fourth miles east of Karnak.

Eastward trains at signal 461.2 approximately one mile west of Bridge 206.2 (Verendrye)

Westward trains, on ten foot mast, approximately 700 feet east of Verendrye depot.

8. MANUAL INTERLOCKINGS.

Junction with Third 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 in accordance with Rule 514A, and instructions for operating electric lock posted in lock box. Rule 670 does not apply for such movements.

Whistle signal for routes:

Nolan,	Cassleton 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.

West siding switch Nolan
West lead switch New Rockford
Junction with Dakota Division Surrey

Whistle signal for routes, Surrey:

First Subdivision	1 long, 1 short
Dakota Division	2 long, 1 short

Gavin Yard "JD" crossovers between main track and eastward freight track and between eastward and westward freight tracks.
Gavin yard.... "CK", crossover between main tracks and eastward freight track.

Soo Towerat west end of eastward and westward freight tracks near 2nd St. N. W. Viaduct.

10. AUTOMATIC INTERLOCKINGS.

Junction with Fourth Subdivision Vance
N. P. Ry. crossing New Rockford
MStP&SSM. RR. crossing Norfolk

At Vance, in making eastward train or engine movements from First Subdivision to Fourth 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 Fourth 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 Fourth Subdivision eastward train or engine movements will be governed by indication, Rule 501D, Fig. 3. If signal does not indicate proceed after lining west wye switch for movement to Fourth Subdivision, a member of the crew must operate clockwork time release located in iron box fastened to the side of the instrument case on north side of track opposite signal, marked "Release". Instructions for operating clockwork release are posted on inside of release box door.

11. RESTRICTED CLEARANCES.

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

12. Minot.

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

Automatic block signals of the color light type are in service on these tracks for movements with the current of traffic. 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 and General Instructions is in effect on these tracks.

13. Minot, Nedrose crossing, 3 miles east of Minot. Harrington's crossing one mile east of Minot.

These crossings equipped with automatic crossing gates and switch-key-controller, when engine or cars are standing in circuit, but crossing not fouled, gates must be cleared, for highway traffic by operating controllers. When crossing is to be fouled, controller must first be operated to set gates in stop position against highway traffic.

14. Pinkham, County Road crossing east of depot; Nolan, Highway 38 crossing one mile west of Nolan; Hannaford, County Highway crossing one mile west of Hannaford; Pinkham, crossing just east of depot; Vance, Highway crossing 18 just east of depot. These crossings equipped with automatic crossing signals

and switch key controller, when engine or cars are standing in circuit, but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals against highway traffic.

15. Westward trains and engines which occupy any part of the main track between depot Glenfield and the crossing of Highway No. 7, approximately one mile west thereof, for a period of three minutes or more, must not exceed speed of twenty (20) MPH between west switch and crossing of Highway No. 7 in order to permit proper operation of the automatic crossing signals.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Minot and Bainville	79 MPH	50 MPH

2. SPEED RESTRICTIONS.

Between Wheelock and Williston, on eastward track:

Passenger	60 MPH
Freight	40 MPH
Between Home Signals of Interlocking at Minot	20 MPH
Stanley, No. 81 and No. 82 passing depot	30 MPH
Tioga, No. 81 and No. 82 passing depot	40 MPH
Ray, No. 4 passing depot	40 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than GP-7 not permitted on industry tracks at Ray and Tagus.

4. TRAIN REGISTER EXCEPTIONS.

MINOT

First class trains, passenger extras, Trains 219 and 220 will register at passenger station, other trains at yard office. Berthold, Register only for Seventh Subdivision trains. Stanley, Register only for Eighth Subdivision trains.

All trains register by ticket at Bainville.

5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83 (P)

(a) At Crosby Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

(b) All trains must obtain Clearance Form A at Williston.

(c) At Williston, clearance issued and signed by the Superintendent will confer the same authority to a first class train as though received at its initial station.

6. RESTRICTED CLEARANCES.

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

7. SPEED TEST BOARDS.

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

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

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

Westward—Between MP 125 and 127 approximately 3 miles west of Williston.

8. CROSSEVERS ON DOUBLE TRACK.

Trailing Point
Epping.
Spring Brook.

9. **DRAGGING EQUIPMENT DETECTOR INDICATOR.**
 Eastward trains, at signal 6.8 approximately seven miles east of Des Lacs.
 Westward trains at signal 2.5, approximately one mile east of Bridge 122.8 (Gassman Bridge).

10. **MANUAL INTERLOCKINGS.**
 MSTPSSM. RR. crossing Minot

11. **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 "Gasaman 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.

12. Berthold, Main Street Crossing east of depot;
 White Earth, Hill avenue crossing east of depot;
 Tioga, Main Street Crossing west of depot;
 Epping, Lawrence Street Highway crossing, east of depot;
 Springbrook, Highway crossing west of depot;
 These crossings are equipped with automatic crossing gates and switch-key-controller, when engine or cars are standing in circuit, but crossing not fouled, gates must be cleared, for highway traffic by operating controllers. When crossing is to be fouled, controller must first be operated to set gates in stop position against highway traffic.

Consolidated Code Rules 251, 253 and 254 are in effect on the double track between Minot and CTC Territory Des Lacs and between CTC Territory Wheelock and CTC Territory Williston. Oral and message instructions issued by the train dispatcher over the signature of the Superintendent must be complied with. When necessary to move trains against the current of traffic, or to provide for single track operation, or to authorize work train movements, train orders must be provided. Extra trains must be authorized by train order or by double track clearance as provided by Rule D-97.
 The use of these rules does not modify Rule 99.

14. **INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**

Centralized Traffic Control (CTC) extends from the westward governing signals at end of double track Des Lacs to the eastward governing signals at end of double track Wheelock and from the westward governing signals at the double crossovers located 3400 ft. east of M. P. 121 at Williston, N. D. to the eastward governing signals at the west siding switch Bainville, Mont.

Minot is the control station for CTC under the supervision of train dispatcher.

Controlled sidings are located at:

- Berthold south of main track.
- Tagus.
- Palermo.

- Stanley north of main track.
- Ross.
- White Earth.
- Tioga.
- Temple.
- Wheelock.
- Trenton.
- Snowden.
- Bainville south of main track.
- Bainville east switch of siding north of main track, is controlled.

Dwarf home signals when displaying a single green indication are not covered by interlocking rules of the Consolidated Code. Indication will be "Proceed on Main Route."

All main track switches within CTC—except as follows—are hand operated and equipped with electric locks governed by Rule 283:

All controlled sidings.

- Stanley Crossover switches just west of west switch of control siding.
- Ross Crossover switches 1100 ft. west of M. P. 60.
- Williston Double crossover located 3400 ft. east of M. P. 121.
- Trenton Double crossover switches.
- Snowden Double crossover switches.
- Bainville East switch of siding north of main track.

End of double track at:

- Des Lacs.
- Wheelock.

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 and eastward governing home signal on main track at crossover 1100 ft. west of M. P. 60.
- Ross Westward governing home signal on siding at west switch.
- Wheelock Eastward governing home signal on westward main track end of double track and westward governing home signal on siding at west switch.

THIRD SUBDIVISION
 (Casselton Line)

1. **MAXIMUM PERMISSIBLE SPEED OF TRAINS.**

Between	Passenger	Freight
Breckenridge and Durbin	60 MPH	50 MPH
Durbin and Nolan	40 MPH	30 MPH

2. **SPEED RESTRICTIONS.**

Between Home Signals of Interlockings at:..... 20 MPH
 Nolan westward

8. TRAIN REGISTER EXCEPTIONS.

Register of regular trains at Breckenridge will cover their arrival at Wahpeton Jct.

First class trains and passenger extras will register by ticket at Breckenridge passenger station, other trains will register at Breckenridge yard office.

Nolan, all trains register by ticket.

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

At Wahpeton Jct., Casselton Jct., and Chaffee Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

5. SPEED TEST BOARDS.

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

Westward trains between M.P. 10 and M.P. 11 approximately 2 miles west of Dwight.

6. MANUAL INTERLOCKINGS.

N. P. Ry. crossing Casselton Tower
Junction with First Subdivision Nolan

Whistle signals for routes,

Casselton Tower:

Main track 1 long.
siding 1 long, 1 short.

7. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Junction with Fourth Subdivision Casselton Jct.
Casselton Jct., switch is electrically controlled by operator at Casselton Tower.

8. SPRING SWITCHES WITH FACING POINT LOCK.

Casselton, east siding switch.

9. AUTOMATIC INTERLOCKINGS.

N. P. Ry. crossing Davenport

10. SEMI-AUTOMATIC INTERLOCKINGS.

CMST&P RR. crossing Wahpeton
Wahpeton, if a train is stopped by a stop-indication and no immediate conflicting train movement is evident, and both smash boards are in reverse position, trainmen may signal train to proceed over the crossing after making certain that gates are set against conflicting route. If smash boards are not in reverse position, trainmen shall operate them by hand with crank attached to mechanism. When necessary to make a reverse movement after passing through the home signal zone, but not far enough to clear approach control section, trainmen will operate push button at home signal to obtain route desired.

11. INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.

Centralized Traffic Control (CTC) under control of the control operator at Breckenridge, Minn. under supervision of train dispatcher extends from the governing signals at Wahpeton Jct. to the governing signals at mile post 212 one and one quarter miles east of the N. P. Ry. crossing east of Breckenridge.

Single track extends from Wahpeton Jct. to the west end of east crossover just east of the N. P. crossing east of Breckenridge and two main tracks known as North Main and South Main extend from this point to mile post 212.

Wahpeton Jct. switch; west yard lead switch Breckenridge; west siding switch Breckenridge; N. P. Ry. crossing; east yard lead switches Breckenridge; and double crossovers east of N. P. crossing are controlled; with governing signals of the colorlight type.

All main track switches between Wahpeton Jct. and west yard lead switch Breckenridge are hand operated switches equipped with electric locks. The three main track switches and siding end of crossover switch near Breckenridge yard office are hand operated, equipped with electric locks under control of the control operator.

Westward dwarf home signals at west siding switch and west yard lead switch Breckenridge when displaying single green indication are not covered by Interlocking Rules of Consolidated Code. Indication will be "Proceed on Main Route." Great Northern Railway Company Rules Nos. 265 to 295 inclusive, of the Rules and Instructions Governing Operation of Trains by Centralized Traffic Control System, Reissue of December 15, 1954 will govern train and engine movements over this territory.

12. All except first class trains and passenger extras will obtain clearances and train orders at Breckenridge yard office.

FOURTH SUBDIVISION

(Amenia Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between Passenger Freight
Casselton Jct. and Vance 40 MPH 30 MPH

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

(a) At Vance, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, except clearance under which Nos. 311 and 312 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 311 and 312 respectively at that point.

(b) At Amenia, clearance under which Nos. 368 and 370 arrive will clear Nos. 367 and 369 respectively at that point.

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

8. SPRING SWITCHES WITH FACING POINT LOCK.

Vance, west wye switch.

Normal position is for First Subdivision.

4. TRAIN REGISTER EXCEPTIONS.

Vance Register only for Nos. 367-368 and 369-370

5. AUTOMATIC INTERLOCKINGS.

Junction with First Subdivision Va

FIFTH SUBDIVISION

(Northgate Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between Passenger Freight
Northgate Line Jct. and Northgate 35 MPH 20 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Bowbells 20 MPH

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

Northgate Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such train arrives.

4. Northgate, when using Canadian National Railway tracks, train and engine men will be governed by Canadian National Railway time table and rules.**5. AUTOMATIC INTERLOCKINGS.**

MST&SSM RR. crossing 1.15 miles east of Bowbells

SIXTH SUBDIVISION

(Chaffee Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between
Chaffee Line Jct. and Chaffee, all trains..... 12 MPH

2. ENGINE RESTRICTIONS.

GP-7 Heaviest permitted.

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

At Chaffee Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

4. SWITCH INDICATORS.

Switch indicator consisting of a single yellow light (normally dark) and switch-key-controller mounted on iron mast located at clearance point of Chaffee Line Junction, must be operated by a member of the crew, who, together with engineer, must observe and be governed by indication before fouling main track or lining main track switch and making movement from Chaffee Line to main track. If indicator displays yellow light when the switch-key-controller is operated, switch may be lined and movement made to main track immediately, in accordance with train rights and operating rules. If the switch-key-controller is operated and the indicator does not display a yellow light train and engine movements to main track may be made in accordance with train rights, governed by Rule 518.

SEVENTH SUBDIVISION

(Crosby Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Crosby Line Jct. and MP 28 one half mile west of Kenaston	30 MPH
MP 28 one half mile west of Kenaston and MP 43 three miles west of Coteau	40 MPH
MP 43 and MP 76 just west of Noonan	30 MPH
MP 76 just west of Noonan and Crosby	40 MPH

2. SPEED RESTRICTIONS.

Noonan, coal mine tracks 5 MPH

3. ENGINE RESTRICTIONS.

Engines heavier than GP-7 not permitted on industry tracks at Stampede and Crosby.

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

At Crosby Line Jct., Northgate Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

EIGHTH SUBDIVISION

(Grenora Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Grenora Line Jct. & Grenora.....	85 MPH	80 MPH

2. ENGINE RESTRICTIONS.

Engines heavier than GP-7 not permitted on industry tracks at Wildrose, Hamlet and McGregor.

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

At Grenora, the clearance under which No. 177 arrives will clear No. 178 when operator is not on duty.

NINTH SUBDIVISION

(Richey Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Snowden and Richey	40 MPH	30 MPH

2. SPEED RESTRICTIONS.

Sidney, over Main Street and Third street northeast crossings 15 MPH

3. AUTOMATIC INTERLOCKINGS.

Drawbridge 12.1 2 miles west of Snowden

TENTH SUBDIVISION

(Watford City Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Fairview and Watford City	30 MPH	25 MPH

2. ENGINE RESTRICTIONS.

GP-7 Heaviest permitted.

ELEVENTH SUBDIVISION

(Opheim Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Bainville and Redstone	25 MPH
Redstone and Opheim	20 MPH

2. ENGINE RESTRICTIONS.

Engines heavier than GP-7 not permitted on industry tracks at McCabe, Froid, Homestead, Medicine Lake, Antelope and Plentywood.

SPEED TABLE

WATCH INSPECTORS
 George Nordahl _____ Breckenridge, Minn.
 Hawkinson Jewelry _____ New Rockford, N. D.
 S. D. Kivley _____ Minot, N. D.
 R. M. Gross _____ Williston, N. D.
 Catherine G. Lynch _____ Plentywood
 John B. Stockhill _____ Sidney

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles 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	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.9
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.8	9	—	6.7
1	16	47.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Location	Capacity Cars	Switch Opens
First Subdivision			
Mason Pit Spur _____	1.62 miles west of Erie Jet _____	38	East
Falsen Pit _____	3.02 miles east Verendrye _____	122	East
Tatman _____	15.82 miles north of J. D. Switch Capacity of cars Tatman Air Base _____	113	East & West
Second Subdivision			
Blaisdell Pit _____	1.85 miles east Blaisdell _____	215	West
Lovejoy Mine Spur _____	0.13 miles west Avoca _____	43	East
Marley Beet Track _____	4.65 miles east of Ft. Buford _____	38	East
Sixth Subdivision			
J. C. Jenson Spur Track _____	1.58 miles east of Chaffee _____	10	West
Seventh Subdivision			
Kincaid Storage Track _____	0.36 miles east Kincaid _____	30	East & West
Noonan Storage Track _____	1.67 miles east Noonan _____	68	East & West
Ninth Subdivision			
State Line Beet Spur _____	3.43 miles east of Dora _____	21	East & West
Cowles Beet Track _____	2.31 miles west of Dora _____	19	East & West
Ladington Beet Track _____	2.44 miles east of Ridgelawn _____	19	East & West
Wooley Beet Track _____	4.07 miles east of Sidney _____	38	East & West
Tenth Subdivision			
Hardy Beet Track _____	1.46 miles east of Fairview _____	61	East & West
Eleventh Subdivision			
Plentywood Pit Track _____	3.94 miles west of Plentywood _____	32	East & West