

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Distance from Breckenridge	Time Table No. 120 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from Minot	SIGNS	FIRST CLASS	
	Hidings	Other Trucks	27	31						28	32
			Daily	Daily						Daily	Daily
03205	Yard	1200	12.40 ^{pm}	12.27 ^{Am}		BRECKENRIDGE	BR	279.76	QRCW KFTB	A 2.15 ^{pm}	A 2.18 ^{Am}
03207		142	12.43		0.99	.. WAMPETON..	WH	278.77	OPMA	2.11	
03208		73	12.45	12.30	1.84	WAMPETON JCT.		277.92	PJ	2.09	2.05
10012	87	42	12.56	12.42	14.23	.. KENT ..	KN	265.53	OP	1.57	1.51
10021	87	50	1.05	12.51	23.24	.. WOLVERTON..	WO	256.52	OP	1.48	1.38
10028		76	1.11	12.57	30.05	.. COMSTOCK..	CM	249.71	OP	1.41	1.28
00675	142	172	A 1.25 ^{pm}	A 1.12 ^{Am}	44.75	MOORHEAD Jct.	MJ	235.01	ICPYJ	1.25 ^{pm}	1.12 ^{Am}

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

10049				1.33 ^{Am}	47.88	FARGO JCT.	F	222.08	QBKFP RWYT		A 12.46 ^{Am}
50111	67	23		1.44	59.08	.. PROSPER ..	RO	220.88	OP		12.35
00707	82			1.53	69.52	.. VANCE ..		210.24	AYRTPJ		12.25
00713	67	32		1.58	75.67	.. MASON ..		204.19	P		12.20
00718				2.01	78.60	.. ERIK JCT. ...		201.16	PJ		12.17
00724	112	9		2.10	87.38	.. NOLAN ..		192.40	PJQ		12.08 ^{Am}
00738	137	27			99.40	.. PILLSBURY ..	BX	180.80	OP		
00744	176	33			106.85	.. LUVERNE ..	NE	172.91	OP		
00757	185	27		2.37	110.80	HANNAFORD	HO	160.18	AQOP		11.37
00770	186	34			133.00	.. SUTTON ..	SU	146.76	OP		
00777		52			139.97	.. GLENFIELD..	GD	129.79	OP		
00784	186	34			146.53	.. JUANITA ..		138.23	QP		
00790		45			152.97	.. GRACE CITY..	G	128.79	OP		
00795	181	33			159.36	.. BRANTFORD..	BF	126.40	OP		
00808	201	609		3.20	170.95	.. NEW ROCKFORD..	KO	108.81	ARCPB KQWFT		10.50
00820	177	85		3.25	183.44	.. BREMEN ..	BN	96.23	OP		10.45
00827		43			189.55	.. HANBERG ..	MA	90.21	OP		
00834	175	32		3.48	195.96	.. HEIMDAL ..	HD	83.80	OP		10.22
00839		53			202.06	.. WELLSBURG..	WX	77.70	OP		
00848	175	34			208.38	.. SELZ ..	Z	71.22	OPQ		
00881	189	34		4.10	223.89	.. AYLMER ..		66.07	PQ		9.57
00870	179	85			233.44	.. GUTHRIE ..		46.82	P		
00883	173	33			246.25	KARLSRUHE	RA	33.51	OPQ		
00896	185	34			268.54	.. SIMCOE ..	SO	21.22	OP		
00498	52			7.25 ^{pm}	272.63	.. SURREY ..		7.12	PJY	A 7.20 ^{Am}	9.15
00013					275.90	.. J.D. SWITCH..	OY	3.50	PY		
		166			277.27	.. C.K. SWITCH..		2.49	P		
00017	Yard	5258		A 7.35 ^{pm}	A 5.00 ^{Am}	.. MINOT ..	AD		CIRPWE FYBQT	7.10 ^{Am}	9.05 ^{pm}
				.55 57.0	4.33 61.5					1.00 51.9	5.13 63.6

Eastward trains are superior to westward trains of the same class except in CTC TERRITORY.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS 219 Daily Ex. Sun.	FIRST CLASS		Distance from Minot	Time Table No. 120 Effective August 15, 1968 STATIONS	Telegraph Calls	Distance from Binville	SIGNS	FIRST CLASS		SECOND CLASS 220 Daily Ex. Sun.
	Siding	Other Tracks		27 Daily	31 Daily						28 Daily	32 Daily	
00917	Yard	5268	7.20Am		7.50Pm	5.10Am	} ABB MINOT 4.31	AD	158.08	BIRCPW TKFYQ	A 6.55Am	A 8.50Pm	A 2.20Pm
								4.04			AP	6.45	8.40
00930	57	16	7.40				} DE W. L. SWITCH 0.63 GASSMAN SWITCH 8.53 DES LACS 6.81	DE	153.14	AP			2.01
00939	205	234	A 7.50Am		8.16	5.42		22.24	BD	133.74	JOPQ	6.23	8.16
00954	183	17					} BX 16.52 BLAISDELL 6.97	BX	119.22	OP			
00973	132	22						45.83	PA	112.25	OP		
00970	154	126			8.53	6.14	53.65	SA	104.43	CQTRW	5.43	7.43	
00978	156	18					} CTC 7.32 ROSS 12.04	VR	97.11	OP			
00980	132	25						73.01	WH	85.07	OP		
00991	110	456			9.20	6.43	80.86	OG	77.22	OPQ	5.13	7.16	
01003	133	17					} RX 7.81 TIOGA 5.54 TEMPLE 6.25 RAY		71.68	P			
01009	103	48			9.35	6.55		92.86		65.43	OP	4.58	7.04
01016	175	29					} ABB 5.28 WHEELOCK 5.04 EPPING		60.15	PQ			
01020		99						102.97	PG	55.11	OP		
					9.57	7.17	114.30	} ABB 11.33 AVOCA 5.69 WILLISTON		43.78	P		
01037	Yard	1701			10.05	7.25	110.89		WN	38.09	RCPW KBTFYQ	4.25	6.35
01037					9.20	6.35		WN		Q	3.15	5.25	
01049	292	29					} CTC 11.59 TRENTON	ON	26.10	OP	2.58	5.11	
01063	234	91						145.89		22.19	QJPT		
01075	105	200			A 10.00Pm	A 7.20Am	158.03	B		OJPT	2.30Am	4.45Pm	
			.80 44.7		3.10 49.9	3.10 49.9		Time Over Subdivision Average Speed Per Hour			3.25 46.3	3.05 51.3	.30 44.7

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 120 Effective August 15, 1968 STATIONS	Telegraph Calls	SIGNS
	Siding	Other Tracks				
01068		91		SNOWDEN		JPTQ
02009		40	9.13	DORE		P
02015		77	14.26	FAIRVIEW	FA	OJPYT
02025		171	24.78	SIDNEY	SY	BOJPYT

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

02029			29.07	NEWLON JCT.		JP
02051	37	35	50.75	LAMBERT		O
02074		92	74.15	RICHEY		OT

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watford City	Time Table No. 120 Effective August 15, 1968 STATIONS	SIGNS					
					50227	112		WATFORD CITY	OT
					50229	38	7.40	ARNEGARD	O
50219	38	17.54	ALEXANDER	O					
50213	33	23.43	CHARBONNEAU	O					
50206	30	31.31	CARTWRIGHT	O					
50214	77	37.02	FAIRVIEW	OJPYT					

Eastward trains are superior to westward trains of the same class on the Second subdivision except on DOUBLE TRACK or in CTC TERRITORY.

CONDITIONAL STOPS

No. 27 will stop at Ray to discharge revenue passengers from Minot and east.
No. 28 will stop at Ray on flag to pick up revenue passengers for points Minot and east.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

4 WESTWARD				FIFTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		Distance from Wahpeton Jct.	Time Table No. 120				Telegraph Calls	SIGNS		
	Sidings	Other Tracks		Effective August 15, 1968							
STATIONS											
03209		73									
03213	137	33	6.00	WHAHPETON JCT.	6.00		PJY				
				DWIGHT		DT	OP				
03220	70	22	12.61		8.61						
03227	142	29	18.20	GALCHUTT	8.59	GB	OP				
03233	63	29	25.39	COLFAX	8.19	CX	OP				
03241	137	73	33.33	WALCOTT	7.94	Q	OP				
03246		26	38.31	KINDRED	4.98	KR	OPWQ				
				DAVENPORT		DV	AOP				
03251			42.60		4.29						
03253	136	39	46.07	CHAFFEE LINE JCT.	3.47		PJ				
00698	136	202	53.98	DURBIN	7.88	DU	P				
				CASSELTON		CT	TYPQCJI				
00709	158	20	64.68		10.72						
00715		54	70.71	ABSARAKA	6.03	AX	OP				
00724	112	9	78.17	AYR	7.45	AY	OP				
				NOLAN			PJQ				

WESTWARD				SIXTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		Distance from Casselton	Time Table No. 120				Telegraph Calls	SIGNS		
	Sidings	Other Tracks		Effective August 15, 1968							
STATIONS											
00698	136	202									
00705		47	6.95	CASSELTON	6.05	CT	CPQTYJI				
00707	68		9.10	AMENIA	2.15	MY	OP				
				VANCE			ARPJT				

WESTWARD SEVENTH SUBDIVISION EASTWARD					
Station Numbers	Capacity of Tracks	Distance from Niobe	Time Table No. 120		SIGNS
			Effective August 15, 1968		
STATIONS					
58834	03		NIOBE	8.29	TJRO
58708	20	8.29	BOWBELLS	12.00	OA
58721	80	21.39	NORTHGATE	0.45	O
		21.74	BOUNDARY LINE		J

WESTWARD EIGHTH SUBDIVISION EASTWARD					
Station Numbers	Capacity of Tracks	Distance from Chaffee Line Jct.	Time Table No. 120		SIGNS
			Effective August 15, 1968		
STATIONS					
03251			CHAFFEE LINE JCT.	11.59	PJ
56512	25	11.60	CHAFFEE		O

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 6 THRU 12.

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS 219 Daily Ex. Sun.	Distance from Berthold	Time Table No. 120 Effective August 15, 1968			SIGNALS	SECOND CLASS 220 Daily Ex. Sun.
	Siding	Other Tracks			STATIONS	Telephone Calls			
00930	284		7.50Am		BERTHOLD	BD	OYQ PJR	A 1.50Pm	
58020	34		8.24	20.83	COULEE	C	O	1.15	
58027	34		8.36	27.55	KENASTON	K	O	1.01	
58034	33	30	8.47	34.18	NIOBE	NB	JROT	12.48	
58041	32	30	8.58	40.80	COTEAU	CA	O	12.35	
58055	46	33	9.22	55.10	LIGNITE	NG	O	12.07Pm	
58057				57.21	LIGNITE JCT.		JR		
58065	16		9.42	65.17	KINCAID	KC	OTY	11.47	
58068	110	33	9.47	68.03	LARSON	RN	OY	11.41	
58076		37	10.01	75.64	NOONAN	NX	OY	11.27	
58088		130	A 10.27Am	83.71	CROSBY	CY	ROTY	11.07Am	
			2.37 33.9		Time Over Subdivision Average Speed Per Hour			2.43 33.5	

WESTWARD TENTH SUBDIVISION EASTWARD 5

Station Numbers	Capacity of Trains	Distance from Stanley	Time Table No. 120 Effective August 15, 1968			SIGNALS
			STATIONS			
00970				STANLEY	OQFJTW	
58812	34	13.15		LOSTWOOD	P	
58825	44	26.02		POWER'S LAKE	OP	
58832	23	33.10		BATTLEVIEW	OP	
58838	37	39.47		MCGREGOR	OP	
58850	39	51.78		WILDROSE	OP	
58864	35	65.75		ALAMO	OP	
58870	27	71.24		APPAM	OP	
58875	35	76.03		ZAHL	OP	
58887	105	87.99		GRENORA	OPT	

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Rainville	Time Table No. 120 Effective August 15, 1968			SECOND CLASS	
	Siding	Other Tracks	373 Daily Ex. Sun.	371 Daily Ex. Sun.		SIGNALS	372 Daily Ex. Sun.	374 Daily Ex. Sun.		
01075				8.25Am		RAINVILLE	QOJPT	A 1.20Pm		
59009	43	23		8.52	10.64	McCABE		1.01		
59018		33		9.14	19.30	FROID	OP	12.45		
59024		30		9.30	28.06	HOMESTEAD	OP	12.30		
59030		34		9.45	31.02	MEDICINE LAKE	OP	12.15		
59033		29		10.04	39.12	RESERVE	OP	12.01Pm		
59044		34		10.20	48.40	ANTELOPE	OP	11.45		
59053	40	36		11.45Am	58.40	PLENTYWOOD	OPRYQ	11.30Am	A 11.05Am	
59072		34		12.15Pm	73.42	REDSTONE	OP	10.25		
59084		34		12.45	83.38	FLAXVILLE	OP	10.10		
59097	37	101		1.15	97.97	CROSBY	OPYQ	9.50		
59105		24		1.45	106.50	FOUR BUTTES	OP	9.20		
59117		23		2.25	118.01	PEERLESS	OP	8.45		
59138		30		3.05	129.51	RICHLAND	OP	8.10		
59133		34		3.35	139.33	GLENTANA	OP	7.30		
59145		122		A 4.01Pm	146.60	OPHEIM	BOFRTQ	7.00Am		
				4.16 21.3		Time Over Subdivision Average Speed Per Hour			1.50 20.1	4.08 22.8

Eastward trains are superior to westward trains of the same class on the Ninth and Eleventh Subdivisions except No. 371 is superior to No. 372 and No. 219 is superior to No. 220.

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. 120			Telegraph Code	SIGNS	FIRST CLASS		
	Sidings	Other Tracks			27		Effective August 15, 1968					28		
					Daily		STATIONS					Daily		
05384	Yard	688				5.20 ^{pm}		DEVILS LAKE	7.08	WB	BCJKQ WPRYZT	A	9.25 ^{Am}	
05391		18				5.28	7.08	GRAND HARBOR	5.90		P		9.17	
05396	74	33				5.34	12.98	PENN.	5.97	PN	OP		9.11	
05402	126	86				f 5.41	18.95	CHURCH FERRY		FY	OJPTYQ	f	9.05	
05414	160	31				f 5.53	30.37	LEEDS	11.42	JD	OPU	f	8.53	
05420	86	48				6.00	36.69	YORK	6.32	KN	OJPTY		8.45	
05426	54	34				6.07	43.68	KNOX	5.33	OX	OP		8.38	
05432		43				6.13	48.21	PLEASANT LAKE	5.08	A	OP		8.32	
05441	124	283				s 6.25	57.24	RUGBY	8.08	RU	WBJK FQCPYT	s	8.22	
05446	67	18				6.31	62.46	TUNBRIDGE	5.22		P		8.14	
05452	68	29				6.38	68.75	BERWICK	6.29		P		8.04	
05460	157	73				s 6.48	76.18	TOWNER	7.43	OW	OJPTY	s	7.57	
05468	68	17				6.58	84.03	DENBIGH	8.75		P		7.47	
05481	67	79				7.10	97.08	GRANVILLE	12.18	J	OJPTY		7.35	
05487	68	28				7.17	102.04	NORWICH	6.86		P		7.28	
05495		24				A 7.25 ^{pm}	111.15	SURREY	7.21		PJY		7.20 ^{Am}	
						2.05 53.3		Time Over Subdivision Average Speed Per Hour					2.05 53.3	

THIRTEENTH SUBDIVISION				WESTWARD				EASTWARD			
Station Numbers	Car Capacity		Distance from Church's Ferry	Time Table No. 120			SIGNS				
	Sidings	Other Tracks		Effective August 15, 1968							
				STATIONS							
05402	126	86		CHURCH FERRY			OJPTYQ				
58016	50	119	15.38	CANDO			O				
58028		35	27.84	BISBEE			OU				
58035		35	35.16	PERTH			O				
58047		41	47.41	ROLLA			O				
58055		32	54.82	ST. JOHN			OT				

FOURTEENTH SUBDIVISION				WESTWARD				EASTWARD			
Station Numbers	Capacity of Tracks	Distance from York	Time Table No. 120			SIGNS					
			Effective August 15, 1968								
			STATIONS								
05420	134		YORK			OJPTYT					
58114	35	14.83	WOLFORD			O					
58127	45	27.34	ROLETTE			OU					
58142	66	41.94	DUNBEITH			OT					

Eastward trains are superior to westward trains of the same class on the Twelfth Subdivision.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 12.

FIFTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Rugby	Time Table No. 120 Effective August 15, 1968	STATIONS	Telegraph Calls	SIGNS
05441	353			RUGBY.....	RU	CBJQKP
58213	35	12.76	12.76	BARTON.....		O
58221	49	21.21	21.21	WILLOW CITY.....		O
58228	12	28.58	28.58	OMEMEE.....		U
58236	114	38.10	38.10	BOTTINEAU.....		O
58246	29	44.76	44.76	CARRURY.....		O
58251	48	51.10	51.10	SOURIS.....		O
58256	35	56.62	56.62	ROTH.....		O
58262	28	61.72	61.72	LANDA.....		O
58267	97	67.24	67.24	WESTHOPE.....		O
58280	45	80.24	80.24	ANTLER.....		OT

SIXTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Towner	Time Table No. 120 Effective August 15, 1968	STATIONS	SIGNS
05460	230			TOWNER.....	OJPRQTY
58322	35	22.14	22.14	UPHAM.....	O
58335	48	30.86	30.86	SOO LINE CROSS'G.....	U
58345	40	34.82	34.82	NEWBURG.....	O
		45.46	45.46	MAXBASS.....	OT

SEVENTEENTH SUBDIVISION
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Granville	Time Table No. 120 Effective August 15, 1968	STATIONS	SIGNS
05481	146			GRANVILLE.....	OJPTY
58418	38	18.00	18.00	DEERING.....	O
58424	35	24.47	24.47	GLENBURN.....	O
58435	46	35.27	35.27	LANSFORD.....	OU
58448	110	46.36	46.36	MOHALL.....	O
58461	73	61.22	61.22	SHERWOOD.....	OT

EIGHTEENTH SUBDIVISION 7
WESTWARD EASTWARD

Station Numbers	Capacity of Tracks	Distance from Tatman Line Jct.	Time Table No. 120 Effective August 15, 1968	STATIONS	SIGNS
58515	182	15.83	15.83	TATMAN LINE JCT.....	YJ
				TATMAN.....	

SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
		46	1	18	46.2
		47	1	20	45.9
		48	1	22	45.9
		49	1	24	45.9
		50	1	26	45.9
		51	1	28	45.9
		52	1	30	45.9
		53	1	32	45.7
		54	1	36	45.5
		55	1	39	45.4
		56	1	42	45.3
		57	1	45	45.3
		58	1	50	45.2
		59	1	55	45.1
		60	2	—	45.0
1	1	61	2	10	45.0
1	1	62	2	20	45.0
1	1	63	2	30	45.0
1	1	64	2	40	45.0
1	1	65	3	—	45.0
1	1	66	3	30	45.0
1	1	67	4	—	45.0
1	1	68	5	—	45.0
1	1	69	6	—	45.0
1	1	70	7	—	45.0
1	1	71	8	—	45.0
1	1	72	9	—	45.0
1	1	73	10	—	45.0
1	1	74	11	—	45.0
1	1	75	12	—	45.0
1	1	76	13	—	45.0
1	1	77	14	—	45.0
1	1	78	15	—	45.0
1	1	79	16	—	45.0

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THRU 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.

88 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 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.
Luverne	East and west siding switch.
Juanita	East and west siding switch.
New Rockford	West yard lead.
Heimdal	East and west switch.
Sels	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.
O K Switch	Crossover between main track and eastward freight track.
W. L. Switch	End of double track east end Gassman Bridge.
Gassman	End of double track west end Gassman Bridge.
Des Lacs	End double track.
Berthold	East and west siding switch.
Blaisdell	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.
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 95089 and air dump cars X-2000 thru X-8096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs on flat cars except cars equipped with permanent steel side stakes; 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 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 95089, air dump cars X-2000 thru X-8096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61000 through 61009 and 61500 through 61524 in passenger trains at passenger train speeds.

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains.

Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 through 195.
79 MPH	320 thru 333, 350 thru 375, 400 thru 426, 500 thru 512, 679, 680, 2350, 2500 thru 2538.

65 MPH—All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars and multi-level automobile cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at reduced 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-4300 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

4. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

5. 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.

6. 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.

Regarding Rule 2 of the Consolidated Code of Operating Rules. 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, Hamilton 505 and Bulova 23J.

7. When making terminal air tests the signal to apply or release brakes on passenger or freight trains will be given by radio or

hand signals. On passenger trains before or after the air test has been completed, an air signal will be given from the last car and then determine that the signal was received on the locomotive.

8. At the locations listed below there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect it means the spring switch is in normal operating condition. When this light displays a red aspect Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.
 Casselton east switch of siding.
 Vance east switch of siding.

FIRST SUBDIVISION
(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Breckenridge and Minot	79 MPH	65 MPH
2. **SPEED RESTRICTIONS.**
 CMS&P.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.**
 Breckenridge, first class trains and extra trains handling passengers register by ticket at passenger station, other trains register at yard office.
 Nos. 31 and 32 will register by ticket at New Rockford.
 Minot, first class trains and extra trains handling passengers will register at passenger station, other trains at yard office.
 Fargo—Register is for First class trains and extra trains handling passengers.
 Fargo Jct.—Register is only for freight trains.
 Vance, register when directed by Train Order.
4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
 Wahpeton Jct., 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—All Minot Division trains receive clearance at passenger station. Such clearance will clear westward trains at Fargo Jct. under Rule 83(B) and eastward trains at Moorhead 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.
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.
 Westward trains between MP 10.7 and MP 11.7 approximately 1 1/4 miles east of Prosper.
 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 Luverna.
 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.P. RR. crossing 3.56 miles west of Wahpeton Jct.
 Junction with Sixth Subdivision Vance
 N. P. Ry. crossing Hannaford
 N. P. Ry. crossing New Rockford
 Soo Line RR crossing 5.15 miles west of Aylmer
11. **SEMI-AUTOMATIC INTERLOCKINGS.**
 Wahpeton CMS&P.P. RR. Crossing
12. **RESTRICTED CLEARANCES.**
 Minot stock yards, second elevated tracks north of bulkheads, employes must not get off on the south side from cars or engines while in motion.
13. **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.
 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.
14. 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.
15. Main track switches to spur track Clifton and spur track Dundas are not equipped with electric locks. Rule 268(A) applies.
16. 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 1800 feet east of the Division offices at Minot, N. D.

SECOND SUBDIVISION
(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Minot and Bainville	79 MPH	65 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Minot 20 MPH

3. TRAIN REGISTER EXCEPTIONS.

MINOT

First class trains and extra trains handling passengers, 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. Montana Division trains must obtain their Montana 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

5.2 miles east of Avoca.

7. MANUAL INTERLOCKINGS.

Soo Line RR. crossingMinot

8. SEMI-AUTOMATIC INTERLOCKINGS.

W. L. Switch—Gassman Switch, end of double track and single track over bridgeGassman Bridge
The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W. L. Switch" and eastward absolute 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.

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 Interlocking Limits interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

9. Consolidated Code Rules 251, 252, 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.

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.

Whealock 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 3500 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 (Gasman Bridge).

**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	35 MPH
Wahpeton Jct. and Nolan.....	65 MPH
Casselton and Vance.....	40 MPH
Niobe and Northgate	20 MPH
Chaffee Line Jct. and Chaffee.....	20 MPH
Berthold and Crosby	40 MPH
Stanley and Grenora	30 MPH
Bainville and Ophelm	35 MPH

2. SPEED RESTRICTIONS.

Bowballs, 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.

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

11. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

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 Gracora
Bainville and Ophelm

12. Crews on all eastbound trains handling ten or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstones.

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

1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Passenger	Freight
Devils Lake and Surrey	79 MPH	60 MPH
Churchs Ferry and St. John		40 MPH
York and Dunseith		35 MPH
Rugby and Antler		30 MPH
Towner and Maxbass		20 MPH
Granville and Sherwood		25 MPH

2. 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.

Clearance received by first class trains and extra trains handling passengers at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

3. ENGINE RESTRICTIONS.

Fourteenth and Sixteenth Subdivision—Engines series 550 to 599 restricted to 20 MPH.

4. AUTOMATIC INTERLOCKINGS.

Soo Line RR.
Crossing ————— 2.9 ml. east of Grand Harbor.

5. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99. 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

6. 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.

7. Arrange flag protection for all movements where Tatman Air base track crosses Highway 83.