



**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'Brien .....Breckenridge, Minn.
- Dr. C. W. Jacobson .....Breckenridge, Minn.
- \*Dr. Clarence V. Bateman .....Breckenridge, Minn.
- Dr. E. W. Humphrey .....Moorhead, 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.
- Dr. L. H. Kermott .....Minot, N. D.
- \*Dr. M. G. Flath .....Stanley, N. D.
- \*Dr. Robert Goodman .....Powers Lake, N. D.
- \*Dr. C. O. McPhail .....Crosby, N. D.
- \*Dr. Milton O. Berg .....Tioga, N. D.
- \*Dr. J. P. Craven .....Williston, N. D.
- \*Dr. J. D. Craven.....Williston, N. D.
- Dr. Edward J. Hagan .....Williston, N. D.
- Dr. 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. R. Conway, Chief Dispatcher.
- P. H. Johns, Supervisor Gavin Yard.
- E. L. Conaway, Trainmaster.
- W. S. Byrne, Trainmaster.
- T. C. Whitacre, Asst. Trainmaster.
- F. E. Plante, Asst. Trainmaster.

# GREAT NORTHERN RAILWAY COMPANY

## MINOT DIVISION

# TIME TABLE 97

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

## Sunday, December 11, 1960

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 St.	Time Table No. 97 Effective December 11, 1960	STATIONS	Telegraph Calls	
	Sittings	Other Tracks	199	311	341	27	3	9	31						
										Daily Ex. Sun.					Daily Ex. Sun.
242															
FS 12	69	23			L 3.55Pm	L 6.55Am			L 2.58Pm			L 3.18Am	11.40	FARGO JCT. ★	F
FS 17		34			f 4.18	f 7.17			3.10			3.28	15.54	PROSPER	RO
FS 23	65				f 4.25								21.84	NEWMAN	
						4.33	A 7.30Am		3.22			3.36		VANCE	
FS 29	69	32				<sup>312</sup> f 4.43			3.29			3.41	27.89	MASON	
S 15						4.48			3.32			3.44	30.92	ERIC JCT.	
FS 41	118	10			L 7.40Am	A 5.03Pm			3.41			3.53	39.73	NOLAN ★	W
FS 47	79	23			f 7.50				3.47			3.58	46.42	WALDEN	
FS 53	142	27			f 8.02				3.53			4.03	51.78	PILLSBURY	EX
FS 60	128	34							4.01			4.10	59.17	LIVERNE	
FS 67	79	34							4.09			4.16	65.53	KARNAK	
FS 73	133	26							f 4.15			4.21	71.92	HANNAFORD ★	HO
FS 86	139	33							4.28			4.32	85.32	SUTTON	SU
FS 93		32							4.35			4.37	92.29	GLENFIELD	GD
FS100	143	33							4.41			4.42	98.85	JUANITA ★	JA
FS106		45							4.47			4.47	105.29	GRACE CITY	G
FS113	146	33							4.53			4.52	111.68	BRANTFORD	BF
FS118	136	32							4.58			4.57	117.43	DUNDAS	
FS124	210	605			A 9.59				A 5.03			A 5.05	123.27	NEW ROCKFORD ★	KO
FS131		31			L 10.35				L 5.10			L 5.10	130.07	MUNSTER	
FS137	160	35			<sup>200</sup> 10.46				5.17			5.16	135.76	BREMEN	BN
FS143		43			f 10.55				5.22			5.21	141.87	HAMBERG	MA
FS149	141	31			f 11.04				5.27			5.26	148.28	HEIMDAL	HD
FS155	141	33							5.37			5.36	154.38	WELLSBURG	
FS162	141	33							5.42			5.41	160.70	SELZ ★	
FS177	191	34							5.55			5.53	176.01	AYLMER ★	MR
FS187	153	34							6.03			6.02	185.76	GUTHRIE	GU
FS193		41							6.08			6.07	191.72	RANGELEY	
FS200	84	33							6.13			6.12	198.58	KARLSRUHE ★	KA
FS205	144	28							6.18			6.17	204.44	VERENDRYE	
FS212	134	33							6.23			6.22	210.86	SIMCOE	SC
FS218	144	25							6.28			6.27	217.27	GENOA	
S 19	50								6.35	L 6.25Pm	L 11.48Am	6.32	224.85	SURREY	SR
S 21													228.25	J. D. SWITCH	GY
S 23		221							6.40	6.29	11.52	6.36	229.59	C. K. SWITCH	
S 26	Yard	4325							A 6.45Pm	A 6.35Pm	A 11.59Am	A 6.40Am	232.08	MINOT ★	AD
									5.19	1.08	.35	3.22			
									36.5	35.4	37.4	68.90			
									3.47	.10	.11				
									61.3	43.4	39.4				

Time Over Subdivision  
Average Speed Per Hour

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

## FIRST SUBDIVISION

## EASTWARD 3

### Time Table No. 97

Effective December 11, 1960

STATIONS	Distance from Alton	SIGNS	FIRST CLASS				SECOND CLASS					
			4	10	28	32	200	342	312			
			Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.			
FARGO JCT. ★	232.08	BDNJK ORWXY			A 10.22Am	A 12.58Am			A 6.35Pm	A 5.45Pm		
PROSPER	220.68	DP			10.10	12.47			f 6.17	f 5.10		
NEWMAN	216.54									f 5.01		
VANCE	210.24	RYPJI			9.59	12.37			L 6.00Pm	4.53		
MASON	204.19	P			9.53	12.31				<sup>311</sup> f 4.43		
ERIE JCT.	201.16	PJ			9.49	12.27				4.30		
NOLAN ★	192.35	PIDNJ			9.42	12.17		As 3.05Pm		L 4.10Pm		
WALDEN	185.66	P			9.36	12.11		s 2.50				
PILLSBURY	180.30	DP			9.31	12.06Am		s 2.38				
LUVERNE	172.91	DP			9.25	11.59		s 2.20				
KARNAK	166.55	DP			9.19	11.53		s 2.01				
HANNAFORD ★	160.16	IDNP			s 9.13	11.47		s 1.45				
SUTTON	146.76	DP			<sup>199</sup> 8.58	11.36		s 1.20				
GLENFIELD	139.79	DP			8.51	11.30		s 1.01				
JUANITA ★	133.23	DNP			8.45	11.24		s 12.45				
GRACE CITY	126.79	DP			8.39	11.18		s 12.30				
BRANTFORD	120.40	DP			8.33	11.12		s 12.05Pm				
DUNDAS	114.65	P			8.28	11.07		f 11.55				
NEW ROCKFORD ★	108.81	IRDNPB KWXOY			L 8.22	L 11.01		L 11.45				
MUNSTER	102.01	P			A 8.17	A 10.55		A 11.01				
BREMEN	96.82	DP			8.11	10.49		f <sup>199</sup> 10.46				
HAMBERG	90.21	DP			8.06	10.44		s 10.35				
HEIMDAL	83.80	DP			8.01	10.38		s 10.19				
WELLSBURG	77.70	DP			7.56	10.32		s 10.03				
SELZ ★	71.38	DPN			7.51	10.27		s 9.47				
AYLMER ★	56.07	DP			7.46	10.21		s 9.32				
GUTHRIE	46.32	DP			7.33	10.07		s 9.02				
RANGLEY	40.36	P			7.25	9.58		s 8.42				
KARLSRUHE ★	33.50	DPN			7.20	9.53		f 8.27				
VERENDRYE	27.64	P			7.14	9.48		s 8.17				
SIMCOE	21.22	DP			7.09	9.43		s 8.02				
GENOA	14.81	P			7.04	9.37		s 7.49				
SURREY	7.23	XRDNPJ	A 7.09Am	A 2.20Pm	6.58	9.31		f 7.37				
J. D. SWITCH	3.83	IP			6.50	9.25		s 7.25				
C. K. SWITCH	2.49	PXI	7.04	2.14	6.44	9.19		7.15				
MINOT ★		IRDNPW KOXBY	L 7.00Am	L 2.10Pm	L <sup>31</sup> 6.40Am	L 9.15Pm		L 7.10Am				
Time Over Subdivision Average Speed Per Hour					.09 48.2	.10 43.4	3.42 62.7	3.43 62.5	7.55 24.2	.35 37.4	1.35 25.1	

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

4 WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS		Distance from Mile	Time Table No. 97 Effective December 11, 1960	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS		SECOND CLASS	
	Sillings	Other Trucks	219	27	31						28	32	220	
			Daily Ex. Sun. & Tues.	Daily	Daily						Daily	Daily	Daily Ex. Sun.	
526	Yard	4325	L 7.30Am	L 7.01Pm	L 6.55Am	4.31	} Double Track	MINOT. ★	AD	IRDNPWY KQXB	A 6.25Am	A 9.02Pm	A 6.00Pm	
						4.31		W. L. SWITCH		IP		6.18	8.51	
538	58	16	s 7.55			4.94	} Double Track	GASSMAN SWITCH		IP				
544		38	s 8.03			13.47		DES LACS.	DE	DP				s 5.28
						17.59		LONE TREE.		P				s 5.17
549	128	208	s 8.11	7.28	7.23	22.34	} Double Track	BERTHOLD. ★	BD	DP	5.58	8.30	s 5.05	
			A 8.15Am			22.58		CROSBY LINE JCT.		JP				L 5.00Pm
558	141	15				32.05		TAGUS		P				
565	191	11				38.87		BLAISDELL	BX	DP				
572	130	22				45.85		PALERMO	PA	DP				
580	258 194	248		s 8.10	7.55	53.67	} Double Track	7.82 STANLEY. ★	SA	DNFYB	s 5.24	7.43		
587	156	24				61.00		7.33 ROSS.	VR	DP				
599	130	25				73.04	} Double Track	12.04 WHITE EARTH.	WH	DP				
609	108	456		s 8.38	8.20	80.90		7.86 TIOGA. ★	OG	DNP	s 4.52	7.17		
614	131	17				86.43		5.53 TEMPLE.	MP	DP				
617	109	43		8.51	8.30	92.68		6.25 RAY.	RX	DP	4.40	7.05		
625	169	28				97.99		5.31 WHELOCK. ★	W	DP				
631		101				103.16	} Double Track	5.17 EPPING.	PG	DP				
633	96	17				108.97		5.81 SPRING BROOK.		P				
641				9.15	8.52	114.55		5.58 AVOCA.		P				
647	Yard	1697		A 9.25	A 9.00	120.24		5.69 WILLISTON. ★	WN	RDNFWY KQXB	L 4.05	L 6.30		
				L 8.45	L 8.10		} Double Track	11.99 WILLISTON. ★	WN		A 2.50	A 5.20		
659	290	29				132.23		8.56 TRENTON.	ON	DP				
668		41				140.79		5.37 FT. BUFORD.		P				
676	284	91				146.16		5.37 SNOWDEN. ★		JPY				
681		10				151.92		5.76 LAKESIDE.		P				
685	161	280		A 9.30Pm	A 8.50Am	158.34		6.42 BAINVILLE. ★	B	DNJFYRB	L 2.10Am	L 4.30Pm		
			.45 30.1	3.29 45.9	2.55 54.2			Time Over Subdivision Average Speed Per Hour			3.15 48.7	3.32 44.8	1.00 22.6	

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

CONDITIONAL STOPS

No. 27 will stop at Ray on flag to discharge revenue passengers from Minot and east.  
 No. 28 will stop at Ray on flag to pick up revenue passengers for points Minot and east.  
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

WESTWARD				THIRD SUBDIVISION					EASTWARD 5								
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Breckenridge	Time Table No. 97 Effective December 11, 1960	STATIONS	Telegraph Calls	SIGNS	FIRST CLASS			SECOND CLASS	
	Sidings	Other Tracts	199	27	9	31	32						28	14	200		
			Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily						Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		
A214	Yard	1156	L 5.15Am	L 1.50Pm	L 2.35Am	L 2.17Am	0.99	OTC	BRECKENRIDGE★	BR	RDNXV	A 2.05Am	A 11.25Am	A 5.45Pm	A 6.35Pm		
R 1		136	f 5.20	s 1.53	f 2.37		1.19		WAPETON	WH	PXDN		f 11.22	s 5.41	s 6.27		
							1.84		MILW. CROSSING	M							
							7.84		WAPETON JCT.	PJX		L 2.01Am	L 11.19Am	L 5.39Pm	6.22		
R 8	138	32	f 5.35				14.45		DWIGHT	DT	DP				s 6.10		
R14	70	20	f 5.43				17.84		GALCHUTT	GS	DP				s 5.55		
R18		17					21.04		PITCAIRN	P					f 5.44		
							27.23		COLFAX	CX	DP				s 5.38		
R21	142	29	f 5.52				35.17		WALCOTT	Q	DP				s 5.23		
R28	70	29	f 6.01				40.15		KINDRED★	KR	DNP				s 5.05		
R36	139	71	f 6.10				44.09		DAVENPORT	DV	IDP				s 4.45		
		25	f 6.18				44.44		ADDISON	P					f 4.35		
		32					47.91		CHAFFEE LINE JCT.	PJ							
R48	139	37	f 6.30				55.58		DURBIN	DU	DP				s 4.25		
							55.80		Casselton Tower★	CT	IDNPX						
R56	141	184	f 6.42				56.13		CASSELTON	A	DXP				s 4.10		
			6.45				66.52		CASSELTON JCT.	XYJPI					4.01		
T 1	158	19	f 7.05				72.55		ABSAKAKA	AX	DP				s 3.40		
T 7		45	f 7.20				80.05		AYR	AY	DP				s 3.25		
FS41	118		A 7.40Am						NOLAN★	W	RIDPNJ				L 3.05Pm		
			2.25	.06	.05	.04	Time Over Subdivision Average Speed Per Hour					.04	.06	.06	3.30		
			33.1	18.4	22.1	27.6						27.6	18.4	18.4	22.8		

WESTWARD				FOURTH SUBDIVISION					EASTWARD					
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Casselton Jct.	Time Table No. 97 Effective December 11, 1960	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracts	(342) 369	(341) 367	(341) 368	(342) 370	Daily Ex. Sun.						Daily Ex. Sun.	
R 63		46	L 5.50Pm	L 7.55Am			6.62	ABS	CASSELTON JCT.	PXYJ	DP	A 7.50Am	A 5.45Pm	
FS 23	69		A 5.55Pm	A 8.00Am			8.77		AMENIA	MY	DP	L 7.45Am	L 5.40Pm	
									VANCE	IRPYJ				
			.05	.05			Time Over Subdivision Average Speed Per Hour					.05	.05	
			25.8	25.8								25.8	25.8	

WESTWARD				FIFTH SUBDIVISION					EASTWARD				
Station Numbers	Capacity of Tracts	Distance from Northgate Line Jct.	Time Table No. 97 Effective December 11, 1960			Telegraph Calls	SIGNS						
			STATIONS										
VE 8	20	8.01	NORTHGATE LINE JCT.			YJ							
		6.72	BOWBELLS			BE							
VE15	24	14.73	PERELLA										
		6.28	NORTHGATE			NO							
VE21	104	21.01				RD							
		0.45	BOUNDARY LINE			J							

WESTWARD				SIXTH SUBDIVISION					EASTWARD				
Station Numbers	Capacity of Tracts	Distance from Chaffee Line Jct.	Time Table No. 97 Effective December 11, 1960			Telegraph Calls	SIGNS						
			STATIONS										
R 45	26	7.16	CHAFFEE LINE JCT.			PJ							
		4.43	LYNCHBURG										
R 46	25	11.59	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. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

**6 WESTWARD SEVENTH SUBDIVISION EASTWARD**

Station Numbers	Capacity		SECOND CLASS		Distance from Crosby Line Jct.	Time Table No. 97		Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	219			Effective December 11, 1960				220	
			Daily Ex. Sun. & Tues.			STATIONS				Daily Ex. Sun.	
			L	8.15Am		CROSBY/LINE JCT.	PJ	A	5.00Pm		
VB 7	21		s	8.30	6.72	HARTLAND	HN	D	s	4.40	
VB13	30	30	s	8.45	13.01	AURELIA			s	4.24	
VB21	35		s	9.00	20.28	COULEE	C	D	s	4.05	
VB28	35		s	9.15	27.30	KENASTON	K	D	s	3.48	
VB34	32	30	s	9.30	33.93	NIOBE	NB	RDY	s	3.32	
					34.21	NORTHGATE LINE JCT.		J			
VB41	32	29	s	9.45	40.64	COTEAU	CA	D	s	3.17	
VB48	35		s	10.00	47.32	WOBURN			s	3.02	
VB55	43	38	s	10.15	54.85	LIGNITE	NG	D	s	2.45	
					56.89	LIGNITE JCT.		JR			
VB63	32		f	10.30	62.87	STAMPEDE			f	2.26	
VB66	16		s	10.45	64.92	KINCAID	KC	DYX	s	2.20	
VB69	32		s	10.57	68.38	LARSON	RN	D	s	1.55	
VB76	32		s	11.20	75.29	NOONAN	NX	DYX	s	1.40	
VB84	10		f	11.38	84.21	JUNO			f	1.10	
VB89	126		A	12.05Pm	88.46	CROSBY	CY	RDYX	L	1.00Pm	
				3.50		Time Over Subdivision				4.00	
				23.1		Average Speed Per Hour				22.1	

**EIGHTH SUBDIVISION WESTWARD EASTWARD**

Station Numbers	Capacity		SECOND CLASS		Distance from Stanley	Time Table No. 97		Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	177			Effective December 11, 1960				178	
			Daily Ex. Tues., Thur., Sat. & Sun.			STATIONS				Daily Ex. Mon., Wed., Fri. & Sun.	
580			L	6.00Am		STANLEY	SA	DNPY BR	A	11.10Am	
VD13	34		s	6.30	1.47	GRENORA LINE JCT.		PJ		11.05	
VD20	25		s	6.50	13.16	LOSTWOOD	WD	DP	s	10.45	
VD26	44		s	7.15	19.46	LUNDS VALLEY		P	s	10.30	
					26.02	POWER'S LAKE	PW	DP	s	10.10	
VD33	23		s	7.35	33.10	BATTLEVIEW	BV	DP	s	9.45	
VD40	37		s	7.55	39.48	MCGREGOR	GO	DP	s	9.30	
VD46	25		s	8.15	45.79	HAMLET		P	s	9.15	
VD52	39		s	8.45	51.78	WILDROSE	WR	DP	s	9.00	
VD59	25		s	9.05	58.66	CORINTH	CN	DP	s	8.10	
VD66	35		s	9.25	65.75	ALAMO	AG	DP	s	8.10	
VD71	27		s	9.45	71.25	APPAM	AK	DP	s	7.55	
VD76	35		s	10.01	76.03	ZAHL	ZA	DP	s	7.40	
VD82	35		s	10.20	81.67	HANKS	HK	DP	s	7.25	
VD88	105		A	10.40Am	87.99	GRENORA	GR	RDYX	L	7.10Am	
				4.40		Time Over Subdivision				4.00	
				18.8		Average Speed Per Hour				22.1	

**WESTWARD**

**NINTH SUBDIVISION**

**EASTWARD**

Station Numbers	Car Capacity		Distance from Snowden	Time Table No. 97		Telegraph Calls	SIGNS
	Sidings	Other Tracks		Effective December 11, 1960			
				STATIONS			
676	130	91			SNOWDEN	SN	DJPY
			2.55		NOHLE		F
VF 9		41	9.13		DORE	D	DP
VF 14		72	14.29		FAIRVIEW	FA	DJPRXY
VF 18		12	18.40		RIDGELAWN		P
VF 25		166	24.78		SIDNEY	SY	DJPRXY

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

VF 29			29.07		NEWLON JCT.		JRP
VF 30		5	30.27		JENKS		
VF 36		5	35.72		EPWORTH		
VF 51	37	35	50.75		LAMBERT	RT	D
VF 58		42	58.21		ENID		
VF 74		92	74.15		RICHEY	RC	DRY
					Time Over Subdivision		
					Average Speed Per Hour		

Westward trains are superior to eastward trains of the same class on the Seventh, Eighth and Ninth Subdivisions. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

WESTWARD

TENTH SUBDIVISION

EASTWARD 7

Station Numbers	Capacity of Tracks		Distance from Watford City	Time Table No. 97 Effective December 11, 1960		Telegraph Calls	SIGNS
				STATIONS			
VG 37	128				.....	WF	DRY
VG 29	40		7.40	.....		NE	D
VG 24	30		12.66	.....		RA	D
VG 19	39		17.54	.....		A	D
VG 13	33		23.45	.....		AU	D
VG 6	30		31.31	.....		CG	D
VF 14	72		37.02	.....		FA	DJPRXY
				Time Over Subdivision Average Speed Per Hour			

WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	371 Daily Ex. Sunday	Distance from Bainville	Time Table No. 97 Effective December 11, 1960		Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks				STATIONS				372 Daily Ex. Sunday	
685				L 8.25Am		.....	BAINVILLE ★	B	BDNJPRY	A 3.06Pm	
VC 11	41	22		s 8.52	10.64	.....	McCABE	MC	DP	s 2.39	
VC 19		34		s 9.14	19.30	.....	FROID	FD	DP	s 2.17	
VC 26		40		s 9.30	25.66	.....	HOMESTEAD	HO	DP	s 2.01	
VC 32		34		s 9.45	31.62	.....	MEDICINE LAKE	MK	DP	s 1.45	
VC 39		25		s 10.04	39.12	.....	RESERVE	RS	DP	s 1.26	
VC 45		25		s 10.20	45.40	.....	ANTELOPE	AN	DP	s 1.10	
VC 53	40	125		s 10.50	53.40	.....	PLENTYWOOD	NY	DPXY	s 12.50Pm	
VC 69		25		s 11.28	66.56	.....	ARCHER		P	s 11.28	
VC 71		35		s 11.52	73.42	.....	REDSTONE	RD	DP	s 11.07	
VC 78		18		s 12.09Pm	79.93	.....	NAVAJO		P	s 10.47	
VC 85		35		s 12.27	85.38	.....	FLAXVILLE	FX	DP	s 10.30	
VC 91		25		s 12.43	90.54	.....	MADOC		P	s 10.13	
VC 98	37	126		s 1.20	97.97	.....	SCOBAY	SC	DPXY	s 9.50	
VC 106		24		s 1.50	106.50	.....	FOUR BUTTES	FO	DP	s 9.20	
VC118		35		s 2.35	118.01	.....	PEERLESS	PR	DP	s 8.45	
VC129		30		s 3.15	129.51	.....	RICHLAND	CA	DP	s 8.10	
VC139		34		s 3.45	139.38	.....	GLENTANA	G	DP	s 7.30	
VC147		122		A 4.15Pm	146.60	.....	OPHEIM	OM	BDPR	L 7.00Am	
				7.50 18.7	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. 372 is superior to No. 371.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 8 THROUGH 14.

## SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

## 1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations:

Wahpeton  
 Junction.....Junction switch to 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 Gass-  
                   man Bridge.  
 Gassman      End of double track west end Gass-  
                   man 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 sid-  
                   ing.  
 Ross.....West switch of control siding.  
 Williston.....West yard lead.  
 Trenton.....East and west siding switch and all  
                   crossovers.  
 Snowden.....East and west siding switch and all  
                   crossovers.  
 Bainville.....East and west switches of control sid-  
                   ing.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations:

Breckenridge...West siding switch.  
 Nolan.....Junction switch First to Third Sub-  
                   division.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.  
 Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

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

## 2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of train.

Single unit Diesel engines moving dead in freight trains are to be handled not less than (5) cars, or more than (15) cars from road engine. Additional units are to be separated by not less than (5) cars.

Multiple unit groups, not exceeding (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than (5) cars from road engine.

Additional groups or single units are to be separated by not less than (5) cars.

Following speed restrictions must be observed when towing engines dead in trains:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 12, 14, 15, 16, 24 thru 28, 75 thru 170.
79 MPH.....	260, 261, 266 thru 270, 275, 280, 286, 350 thru 365, 500 thru 512, 679, 680
65 MPH.....	All other engine units not shown above.

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 or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

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

5. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that can not be done, they will be blocked not less than thirty minutes apart.

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 wedgelike 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.

6. 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, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.



7. Placarded loaded tank cars handled in through freight or mixed trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Flammable", "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 made 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, Flammable, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 727 and 811.

8. 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.

9. 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.

**FIRST SUBDIVISION**  
(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**  
Between Fargo Jct. and Minot ..... **Passenger 79 MPH Freight 60 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 trains over N.P. crossing, 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, 367, 368, 369-370-341-342.

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. 341 and 342 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 341 and 342 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 and west siding switch.

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 and instructions for operating electric lock posted in lock box must be complied with.

Whistle signal for routes:

Nolan,	Casselton Line east .....	1 long.
	Surrey Line east .....	2 long, 1 short.
	Surrey Line west .....	1 long, 1 short.
	Dakota Division west .....	3 long, 1 short.
	Siding .....	2 short, 1 long.

9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

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 Tower at 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 .....	5.88 miles west of Aylmer

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 240J-Fig. 1. 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 move-

ment, inquire as to other train and engine movements on these tracks and be governed by the operator's instructions.

This does not in any way relieve employes from properly protecting their movement.

Rule 513 of the Consolidated Code of Operating Rules is in effect on these tracks.

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

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Minot and Bainville.....	79 MPH	60 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Minot..... 20 MPH

3. 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.

All trains register by ticket at Bainville.

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

(a) At Crosby Line Jet., 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.

## THIRD SUBDIVISION

(Casselton Line)

### 8. CROSSOVERS ON DOUBLE TRACK.

Trailing Point  
Spring Brook.

### 9. MANUAL INTERLOCKINGS.

MS&PSSM. RR. crossing ..... Minot

### 10. SEMI-AUTOMATIC INTERLOCKINGS.

W. L. Switch—Gassman Switch, end of double track and single track over bridge ..... Gassman Bridge

The Home Signal Limits, Rule 605, of this interlocking include all trackage between westward home signal at "W. L. Switch" and eastward home signal at "Gassman Switch".

Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for all train movements with the current of traffic. Routes for movements against the current of traffic are controlled by the train dispatcher at Minot.

The train on any approach control section first receiving a "Proceed" indication of the governing home signal will proceed, regardless of class, in accordance with Rule 605.

When a train is stopped by the Stop indication and no immediate conflicting train movement is evident, trainman shall proceed to the telephone and communicate with the train dispatcher who will advise if train is being held for any purpose. If no instructions are received, or in case of failure of means of communication, train movement through the Home Signal Limits of the interlocking shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

### 11. Consolidated Code Rules 251, 251A, 253 and 254 are in effect on the double track between Minot and CTC Territory Des Laes and between CTC Territory Epping and CTC Territory Williston.

The use of these rules does not modify Rule 99.

### 12. 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 ..... Westward governing home signal on siding at west switch.

Epping ..... Eastward governing home signal on westward main track end of double track.

Eastward governing approach signal on westward main track 8500 ft. west of end of double track.

### 13. Diesel radiator and boiler water stations.

Stanley

### 1. MAXIMUM PERMISSIBLE SPEED OF TRAINS.

Between	Passenger	Freight
Breckenridge and M.P. 52 four miles west of Durbin .....	60 MPH	50 MPH
M.P. 52 four miles west of Durbin and Casselton Jct. ....	40 MPH	40 MPH
Casselton Jct. and M.P. 12 two miles west of Absaraka .....	50 MPH	40 MPH
M.P. 12 two miles west of Absaraka and Nolan .....	40 MPH	30 MPH

### 2. SPEED RESTRICTIONS.

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

### 3. 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.

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

### 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.

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.**

CMStP&amp;P. RR. crossing .....Wahpeton

**11. Diesel radiator and boiler water stations.**

Kindred

**FOURTH SUBDIVISION**

(Amenia Line)

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

Between	Passenger	Freight
Casselton Jct. and Vance .....	40 MPH	80 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. 341 and 342 arrive will clear Nos. 368 and 370 respectively, and clearance under which Nos. 367 and 369 arrive will clear Nos. 341 and 342 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.

**3. 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 .....Vance

**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.**

MS&amp;P&amp;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.....	20 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.

**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
Crosby, over Public Crossings .....	10 MPH

**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)

**MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Grenora Line Jct. & Grenora .....	30 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	Freight
Snowden and Sidney .....	40 MPH
Newlon Jct. and Richey .....	25 MPH

**2. SPEED RESTRICTIONS.**

Sidney, over Main Street and Third street northeast crossings .....	15 MPH
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**3. AUTOMATIC INTERLOCKINGS.**

Drawbridge 12.1 .....	2 miles west of Snowden
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**TENTH SUBDIVISION**  
(Watford City Line)

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

Between	Freight
Fairview and Watford City .....	20 MPH

**2. ENGINE RESTRICTIONS.**

GP-7 .....	Heaviest permitted.
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**ELEVENTH SUBDIVISION**  
(Opheim Line)

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

Between	Freight
Bainville and Redstone .....	30 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 C. Lynch \_\_\_\_\_ Plentywood  
 John B. Stockhill \_\_\_\_\_ Sidney

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	73.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	32	38.9
	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	25.5
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
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	48.6	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
<b>First Subdivision</b>			
Mason Pit Spur	1.62 miles west of Erie Jct.	33	East
Falsen Pit	3.62 miles east Varendrye	122	East
Tatman	15.32 miles north of J. D. Switch Capacity of cars Tatman Air Base.	113	East & West
<b>Second Subdivision</b>			
Blaisdell Pit	1.35 miles east Blaisdell	215	West
Marley Beet Track	4.65 miles east of Ft. Buford	33	East
<b>Sixth Subdivision</b>			
J. C. Jenson Spur Track	1.58 miles east of Chaffee	10	West
<b>Seventh Subdivision</b>			
Kincaid Storage Track	0.36 miles east Kincaid	80	East & West
Noonan Storage Track	1.67 miles east Noonan	63	East & West
<b>Ninth Subdivision</b>			
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
Ludington Beet Track	2.44 miles east of Ridgelawn	19	East & West
Woolley Beet Track	4.07 miles east of Sidney	33	East & West
<b>Tenth Subdivision</b>			
Hardy Beet Track	1.46 miles east of Fairview	61	East & West
<b>Eleventh Subdivision</b>			
Plentywood Pit Track	3.94 miles west of Plentywood	32	East & West