

EXAMINING SURGEONS

Dr. Roscoe C. Webb, Chief Surgeon, 1849 Medical Arts Bldg.,
9th and Nicollet Ave., Minneapolis, Minn.
Dr. Ernest R. Anderson, Asst. Chief Surgeon, Minneapolis,
Minn.
Drs. Kermott and Kermott, Division Surgeons, Minot, N. D.
Dr. Frank Wheelon, Asst. Division Surgeon, Minot, N. D.
Dr. Louis T. O'Brien, Asst. Div. Surgeon, Breckenridge, Minn.
Dr. Clarence V. Bateman, Asst. Div. Surg., Wahpeton, N. D.
Dr. Kent E. Darrow, Asst. Division Surgeon, Fargo, N. D.
Dr. P. H. Burton, Asst. Division Surgeon, Fargo, N. D.
Dr. C. G. Owens, Asst. Division Surg., New Rockford, N. D.
Dr. C. S. Jones, Asst. Division Surgeon, Williston, N. D.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Egil BoeckmannSt. Paul, Minn.
Dr. Archibald D. McCannelMinot, N. D.
Dr. M. B. RuudGrand Forks, N. D.

LOCAL SURGEONS

Dr. Louis T. O'BrienBreckenridge, Minn.
Dr. Clarence V. BatemanWahpeton, N. D.
Dr. C. W. JacobsonBreckenridge, Minn.
Dr. C. G. OwensNew Rockford, N. D.
Dr. H. W. MillerCasselton, N. D.
Dr. E. W. HumphreyMoorhead, Minn.
Dr. Kent E. DarrowFargo, N. D.
Dr. P. H. BurtonFargo, N. D.
Dr. H. J. FortinFargo, N. D.
Drs. Kermott and KermottMinot, N. D.
Dr. M. G. FlathStanley, N. D.
Dr. Robert GoodmanPowers Lake, N. D.
Dr. C. S. JonesWilliston, N. D.
Dr. J. P. CravenWilliston, N. D.
Dr. Frank WheelonMinot, N. D.

J. J. FINNESSEY, Chief Dispatcher.
R. E. STROM, Trainmaster.
O. E. FISHER, Trainmaster.
W. J. BARKE, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 62

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, May 23, 1948

Be positive you have with you while on duty, CURRENT
TIME TABLE and SPECIAL INSTRUCTIONS relating
thereto.

M. L. GAETZ, Superintendent.

M. J. WELSH, General Manager.

J. B. SMITH, General Superintendent Transportation.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 62

Effective May 23, 1948

STATIONS	Distance From New Rockford	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	4	28	10	342	200	210	198	402	448	
		Streamliner	Daily	Daily	Daily	Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
BRECKENRIDGE	170.95	A 3.00Am	A 5.25Pm	A 10.07Pm	A 12.30Am				A 11.00Pm	A 9.25Pm	A 3.10Am	RDNXW KOTIB
0.09 WAHPETON	169.96		s 5.21		s 12.20				s 10.52			FXD
0.20 C. M. ST. P. & P. RY. CROSS.	169.76											I
0.65 WAHPETON JCT.	169.11		⁴⁴⁶ 2.54	5.18	10.00				L 10.46Pm	L 9.15Pm	L ² 2.57Am	PJXI
3.56 C. M. ST. P. & P. RY. CROSS.	168.55											I
1.55 LURGAN	163.70		2.48	5.12	9.53							P
1.95 BRUSHVALE	161.75				f 11.51							
5.08 KENT	159.73		2.40	5.02	9.43							DP
9.01 WOLVERTON	147.71		2.30	4.49	9.31							DP
6.82 CORSTOCK	140.89		2.22	4.39	9.20							DP
5.16 RUSTAD	138.73		2.16	4.32	9.12							DP
5.52 FINKLE	130.30		2.10	4.25	9.04							P
4.04 MOORHEAD JCT.	126.16	L 2.05Am	L 4.17Pm	L 8.57Pm	L 10.57Pm							IRDNP YXJ
TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.												
FARGO JCT.	123.25	A 1.52Am		A 8.20Pm		A 3.00Pm	A 6.50Pm	A 9.05Pm				DKRPO WYXB
5.21 PINKHAM	118.04		1.46		8.13	s 2.45	f 6.30	f 8.55				P
6.17 PROSPER	111.87		1.39		8.05	s 2.32	f 6.15	s 8.44				DP
4.24 NEWMAN	107.69					s 2.15		f 8.35				
6.23 VANCE	101.40		¹ 1.27		7.51	s 2.00	L 5.50Pm	s 8.25				YFJ
6.02 MASON	93.88		1.16		7.42	s 1.45		f 8.11				WF
8.02 ERIE JCT.	92.35		1.12		7.37	L 1.35Pm		8.05				PJ
8.51 NOLAN	83.54		1.03		7.25		As 4.20Pm	L 7.45Pm		A 6.22Pm	A 12.05Am	IDNWI
6.89 WALDEN	76.85		12.57		7.17		s 4.11			6.09	11.52	P
8.28 PILLSBURY	71.49		12.52		7.10		s 3.51			5.59	⁴⁰¹ 11.42	DP
7.39 LIVERNE	64.10		12.45		7.01		s 3.30			⁴⁰³ 5.45	11.31	DP
6.36 KARNAK	57.74		12.37		6.51		s 3.10			5.33	11.20	DP
6.29 N. P. RY. CROSSING	51.85		⁴⁰¹ 12.32		⁴⁰³ 6.42		s 2.55			5.20	11.01	IDNPW
7.42 HANNAFORD	48.93		12.26		6.29		s 2.30			5.03	10.47	P
8.98 REVERE	37.95		12.21		6.22		s 2.20			²⁷ 4.52	10.39	DP
6.97 GLENFIELD	30.98		12.15		6.14		s 2.00			4.25	10.28	DP
6.56 JUANITA	24.42		12.09		6.06		s 1.40			4.10	10.17	DP
6.44 GRACE CITY	17.98		12.03Am		5.58		s 1.25			3.56	10.06	DP
6.39 BRANTFORD	11.59		11.57		5.50		s 1.10			3.43	9.55	DP
5.75 DUNDAS	5.84		11.53		5.43		f 12.55			3.30	9.45	P
5.84 N. P. RY. CROSSING					²⁷ 5.35Pm							RDNPKB IWYO
NEW ROCKFORD		L 11.48Pm					L ⁴⁴⁹ 12.40Pm			L 3.15Pm	L 9.30Pm	
Time Over Subdivision		3.12	1.08	4.32	1.33	1.25	4.40	1.20	.14	8.16	2.48	
Average Speed Per Hour		53.4	39.6	37.6	28.8	21.8	22.6	29.5	7.9	25.9	30.4	

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1;
 A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.
 The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.
 The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.
 See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 62		Telegraph Calls	
	Sidings	Other Tracks	403	449	401		199	3	27	9	1		Effective May 23, 1948	STATIONS		
			Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	Daily					Streamliner
FS124	Yard	999	L 8.15 ^{pm}	L 12.53 ^{pm}	L 2.25 ^{am}		L 1.00 ^{pm}		L 5.33 ^{pm}		L 3.02 ^{am}			NEW ROCKFORD 6.80	KO	
FS181	79	23	8.30	1.07	2.38		1.15		5.40		3.09	8.80		MUNSTER 6.09		
FS187	141	35	8.45	1.18	2.50		1.32		5.45		3.14	12.40		BREMEN 6.11	BN	
FS143	88	81	8.55	1.28	3.19		1.48		5.51		3.19	18.60		HAMBERG 6.41	MA	
FS149	141	31	9.05	1.38	3.35		2.05		5.58		3.24	28.01		HEIMDAL 6.41	HD	
FS165	141	33	9.15	1.48	3.50		2.25		6.04		3.29	31.11		WELLSBURG 6.10	WX	
FS163	141	33	9.25	1.58	4.01		2.45		6.10		3.34	37.43		SELZ 6.32	Z	
FS169		25	9.38	2.13	4.15		3.05		6.17		3.42	44.40		CLIFTON 7.03		
FS177	W 108 E 88	34	9.51	2.28	4.30		3.28		6.26		3.51	52.74		AYLMER 5.28	MR	
FS183		38	10.01	2.38	4.40		3.38		6.32		3.56	58.62		M. St. P. & S. S. M. Ry. Crossing 5.58		
FS187	158	34	10.07	2.44	4.46		3.49		6.36		3.59	62.49		NORFOLK 8.87		
FS193		41	10.15	2.54	4.56		4.02		6.41		4.04	68.45		GUTHRIE 5.98		
FS200	84	33	10.42	3.05	5.06		4.22		6.48		4.10	75.31		RANGELEY 6.38		
FS205	144	28	10.55	3.21	5.16		4.45		6.54		4.15	81.17		KARLSRUHE 5.38	RA	
FS212	79	33	11.05	3.45	5.26		5.05		7.01		4.21	87.59		VERENDRYE 6.42	EY	
FS218	87	25	11.15	3.55	5.36		5.25		7.06		4.27	94.00		SIMCOE 6.42	MO	
519			11.30	4.10	5.50		5.50	L 10.30 ^{pm}	7.14		L 3.23 ^{pm}	4.35	101.58		GENOA 7.58	
523		213	11.37	4.20	5.59		6.02	A 10.36	7.19		3.29	105.97		SURREY (M. D. Jet.) 4.39	BR	
526	Yard	2120	A 11.50 ^{pm}	A 4.30 ^{pm}	A 6.10 ^{am}		A 6.30 ^{pm}	A 10.45 ^{pm}	A 7.25 ^{pm}	A 3.35 ^{pm}	A 4.50 ^{am}	108.81		C. K. SWITCH 2.84		
			3.35 30.4	3.37 30.0	3.45 29.0		5.30 19.7	.15 28.9	1.52 58.2	.12 36.3	1.48 60.4				AD	
												Time Over Subdivision Average Speed Per Hour				

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 62

Effective May 23, 1948

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	10	28	2	200			402	448	
		Daily	Daily	Daily	Streamliner Daily	Daily	Ex. Sunday		Daily	Daily	
NEW ROCKFORD	108.81			A 5.30 ²⁷ Pm	A 11.48Pm	A 11.05Am			A 2.55Pm	A 9.10Pm	IRDNFB KWXO
8.80 MUNSTER	102.01			5.18	11.41	10.45			2.40	8.55	P
5.89 BREMEN	96.82			5.06	11.36	10.32			2.30	8.45 ⁴⁰⁸	DP
6.11 HANBERG	90.21			4.56	11.31	10.14			2.18	8.35	DP
5.41 HEIMDAL	83.80			4.46	11.26	9.56			2.05 ¹⁹⁹	8.25	DPW
8.10 WELLSBURG	77.70			4.36	11.21	9.38			1.48 ⁴⁴⁹	8.15	DP
6.82 SELZ	71.38			4.26	11.16	9.20			1.28	8.05	DP
7.03 CLIFTON	64.36			4.15	11.09	9.01			1.12	7.51	P
8.28 AYLMER	56.07			4.03	11.01	8.45			12.50	7.35	DNFW
5.88 M. St. P. & S. S. M. Ry. Crossing											
NORFOLK	50.10			3.54	10.56	8.13			12.30	7.20	I P
8.87 GUTHRIE	46.82			199 3.49	10.53	8.05			12.23	7.14	DP
5.96 RANGELEY	40.36			3.40	10.48	7.48			12.11Pm	7.02	P
6.96 KARLSRUHE	32.50			3.30	10.42 ⁴⁰⁸	7.37			11.59	6.48 ²⁷	DP
5.86 VERENDRYE	27.64			449 3.21	10.37	7.20			11.48	6.30	DPW
6.42 SIMCOE	21.22			3.12	10.31	7.03			11.37	6.17	DP
8.41 GENOA	14.81			3.03	10.26	6.47			11.25	6.04	P
7.58 SURREY	7.23	A 9.05Am	A 1.45Pm	2.53	10.20	6.35			11.10	5.50 ¹⁹⁹	BDNFIJ
(M. D. Jct.)											
4.39 C. K. SWITCH	2.84	L 8.59Am	L 1.35Pm	2.45	10.15	6.20			10.50	5.30	PXI
2.84 MINOT		L 8.55Am	L 1.30Pm	L 2.40Pm	L 10.10Pm	L 6.15Am			L 10.40Am	L 5.20Pm	IRDNFW CKOXY
Time Over Subdivision		.10	.18	2.50	1.88	4.50			4.15	8.50	
Average Speed Per Hour		43.3	28.9	38.4	66.6	22.5			25.5	25.3	

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

Westward trains are superior to eastward trains of the same class, except as follows:
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 No. 2 is superior to all trains except No. 1.

CLEARING OF STREAMLINERS

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The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS			Distance from Minot	Time Table No. 62		Telegraph Calls
	Buildings	Other Trains	417	449	401	403	9	219	(178) 179	3	27	1 Streamliner		Effective May 23, 1948		
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Daily		STATIONS		
526	Yard	2130	L 7.40Pm	L 10.25Am	L 8.40Am	L 2.01Am	L 4.10Pm	L 3.45Pm	L 10.50Pm	L 7.35Pm	L 4.55Am	4.81	MINOT		} Double Track	AD
			7.55	10.40	8.55	2.15	4.21	3.55	11.01	7.44	5.01	4.81	M. St. P. & S. S. M. Ry. Crossing			
			7.57	10.42	8.57	2.17	4.22	3.56	11.02	7.45	5.02	4.94	W. L. SWITCH		} Double Track	DE
536		14	8.06	11.01	9.12	2.30	f 4.29	4.05	11.08	7.51	5.08	9.24	GASSMAN SWITCH			
538		80	8.16	11.15	9.27	2.40	s 4.37	s 4.13	11.15	7.57	5.14	18.47	RALSTON		} Double Track	DE
544		27	8.25	11.30	9.40	2.50	s 4.45	s 4.20	11.21	8.03	5.19	17.59	DES LACS			
549	E99 W141	179	8.34	11.42	9.53	3.01	s 5.01	s 4.30	11.27	8.08	5.23	22.38	LONE TREE		} Double Track	BD
								A 4.35Pm				22.59	BERTHOLD			
552		74	8.43	11.55	10.05	3.10	f 5.09		11.33	8.14	5.28	27.01	CROSBY LINE JCT.		} Double Track	Q
558		15	8.52	12.08Pm	10.18	3.20	s 5.17		11.40	8.21	5.34	32.05	ROACH			
565		16	9.16	12.25	10.30	3.33	s 5.28		11.48	8.28	5.41	38.87	TAGUS		} Double Track	A
572		22	9.35	12.40	10.43	3.45	s 5.40		11.57	8.35	5.49	45.85	BLAISDELL			
												62.29	PALERMO		} Double Track	A
580	E130 W260	118	9.50	1.15	11.05	4.10	s 6.01		L 6.45Am			62.29	GRENORA LINE JUNCTION			
587		24	10.05	1.30	11.20	4.25	s 6.15		A 6.55Am	12.10Am	8.43	63.70	STANLEY		} Double Track	SY
592		10	10.13	1.40	11.33	4.35	f 6.24				8.50	61.08	ROSS			
599	E104 W104	25	10.25	1.55	11.48	4.50	s 6.39					65.59	MANITOU		} Double Track	WH
609		22	10.40	2.15	12.03Pm	5.05	s 6.55		12.40	9.10	6.20	73.11	WHITE EARTH			
614		17	10.50	2.27	12.24	5.15	s 7.07		12.51	9.20	6.29	80.97	TIOGA		} Double Track	G
617	E112 W09	42	11.01	2.40	12.36	5.27	s 7.22		12.59	9.28	6.35	86.50	TEMPLE			
625		28	11.12	2.55	12.48	5.38	s 7.34		1.08	9.37	6.42	92.74	RAY		} Double Track	RA
									1.16	9.45	6.49	98.07	WHELOCK			
631		22	11.21	3.04	12.57	5.48	s 7.46					103.24	EPPING		} Double Track	PG
633		17	11.30	3.13	1.06	5.58	s 7.59		1.24	9.53	6.56	103.08	SPRING BROOK			
641			11.39	3.22	1.14	6.07	f 8.12		1.32	10.01	7.03	109.08	AVOCA		} Double Track	WN
647	Yard	1693	A 11.55Pm	A 3.35Pm	A 1.25Pm	A 6.20Am	A 8.30Pm		A 1.50Am	A 10.20Pm	A 7.20Am	120.32	WILLISTON			
			4.15 28.3	5.10 28.1	4.45 28.3	4.19 27.8	4.20 27.1	.50 27.1	.10 8.4	3.00 40.1	2.45 43.7	2.25 49.7	Time Over Subdivision Average Speed Per Hour			

Westward trains are superior to eastward trains of the same class, except as follows:

- No. 1 is superior to all trains;
- No. 2 is superior to all trains except No. 1.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 62

Effective May 23, 1948

STATIONS	Distance from Williston	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2 Streamliner	220	10	(177) 180	448	402	
		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
MINOT	120.32	A 8.45Am	A 2.30Pm	A 10.05Pm	A 8.15Am	A 12.01Pm		A 9.20Am	A 7.20Pm	IRDNWPY CKOXB
M. St. P. & S. S. M. Ry. Crossing										
W. L. SWITCH	116.01	8.38	2.21	9.57	8.02	11.37		9.07	7.05	IP
GASSMAN SWITCH	115.38	8.37	2.20	9.56	8.01	11.35		9.05	7.03	IP
RALSTON	111.08	8.31	2.13	9.51	7.54	11.28		8.57	6.55	P
DES LACS	108.86	8.25	2.07	9.46	7.47	11.15		8.49	6.45	RDPW
LONE TREE	102.73	8.20	2.01	9.41	7.40	11.00		8.42	6.35	P
BERTHOLD	97.99	8.15	1.55	9.36	7.33	10.50		8.35	6.25	IDNPB X
CROSBY-LINE JCT.	97.73				L 7.31Am					JPX
ROACH	93.81	8.10	1.49	9.31		10.28		8.27	6.15	P
TAGUS	88.27	8.04	1.42	9.25		10.17		8.19	6.05	DP
BLAISDELL	81.45	7.57	1.34	9.16		10.00		8.08	5.55	DP
PALERMO	74.47	7.49	1.25	9.06		9.40		7.55	5.40	DPW
GRENORA LINE JUNCTION	68.03					A 7.35Pm				PJ
STANLEY	66.62	s 7.40	s 1.15	8.58		9.20	L 7.30Pm	7.40	5.25	DNPI WYXB
ROSS	59.29	7.30	1.00	8.50		8.40		7.20	5.03	IDP
MANITOU	54.73	7.25	12.53	8.45		8.24		7.13	4.50	P
WHITE EARTH	47.21	7.16	12.42	8.36		8.08		6.53	4.20	DPW
TIOGA	39.26	7.08	12.32	8.28		7.53		6.29	4.05	DP
TEMPLE	33.82	7.02	12.24	8.22		7.40		6.05	3.55	P
RAY	27.58	6.55	12.15	8.15		7.27		5.53	3.40	DPW
WHELOCK	22.25	6.49	12.06Pm	8.09		7.10		5.44	3.30	RDNPI
EPPING	17.08	6.37	11.57	8.02		6.57		5.26	3.10	DP
SPRING BROOK	11.26	6.28	11.48	7.55		6.45		5.08	2.50	PW
AVOCA	5.68	6.19	11.39	7.48		6.30		4.50	2.30	P
WILLISTON		L 6.10Am	L 11.30Am	L 7.40Pm		L 6.15Am		L 4.30Am	L 2.15Pm	RDNWPY CKOXB
Time Over Subdivision		2.35	3.00	2.25	.44	5.46	.05	4.60	5.05	
Average Speed Per Hour		48.5	40.1	49.7	30.8	20.8	16.8	24.8	28.6	

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains except No. 1.

Train No. 28 will stop at Ray on flag to pick up revenue passengers.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			Distance from Wahpeton Jct.	Time Table No. 62 Effective May 23, 1948	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS		
	Sidings	Other Tracks	401	403	449	(200) 175	209	197						(200) 176	200	198	448	402	
			Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	
R 8	109	32	L 8.25Pm	L 2.25Pm	L 6.50Am			L 6.13Am	0.00	Wahpeton Jct.	78.21	JIX			A 10.46Pm	A 2.57Am	A 9.15Pm		
R14	70	22	8.40 8.52	2.38 2.50	7.03			s 6.28	6.00	DWIGHT	79.21	DP			s 10.37	2.30	9.03 4.01		
R18		18						s 6.42	12.61	GALCHUTT	65.60	DP			s 10.27	2.16	8.52		
R21	109	29	9.05	3.02	7.27			s 6.55	19.20	PITCAIRN	62.31	P			f 10.21				
R28	70	34	9.16	3.13	7.38			s 7.08	25.39	COLFAX	59.01	DP			s 10.15	2.02	8.34		
R36	100	71	9.29	3.26	7.51			s 7.25	33.33	WALCOTT	52.32	DP			s 10.04	1.50	8.21		
R41	70	82	9.39	3.35	8.01			s 7.36	38.30	KINDRED	44.88	DPW			s 9.51	1.38	8.07		
R44		82						s 7.44	42.25	DAVENPORT N. P. Ry. Crossing	59.91	IDP			s 9.39	1.25	7.55		
R48	109	37	9.53	3.49	8.15			s 7.53	42.60	ADDISON	35.96	P			s 9.26				
R53		17						f 7.59	46.07	CHAFFEE LINE JCT.	35.81	PJ							
R56	134	236	10.08	4.01	8.55	L 200 5.30Pm	L 178 8.45Am	s 8.09	50.98	DURBIN	81.14	DP			s 9.18	1.10	7.37		
T 1	69	19	A 10.10Pm	A 4.03Pm	A 8.57Am	A 5.31Pm	8.47	A 8.11Am	53.74	EVEREST	27.25	IDN PWX			f 9.10				
T 7	107	26					s 9.08		54.29	CASSELTON TOWER N. P. Ry. Crossing	24.47	CT			A 4.49-200 8.42Am	A 178 5.20Pm	s 9.03	12.55	7.20
FB41	128						A 9.45Am		56.29	CASSELTON	24.25	XP							
									64.68	ABSARAKA	13.58	AX							
									70.71	AYR	7.50	AY			s 4.40			12.20	6.37
									78.21	NOLAN		W			L 4.20Pm			L 2.05Am	L 6.22Pm
			1.45 31.8	1.88 33.4	2.07 25.6	.01 19.8	1.00 24.2	1.53 27.6		Time Over Subdivision Average Speed Per Hour					.02 9.9	1.00 24.2	1.56 28.	2.52 29.2	2.53 27.3

Westward trains are superior to eastward trains of the same class.
 A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

WESTWARD		FIFTH SUBDIVISION					EASTWARD				
Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Portland	Time Table No. 62 Effective May 23, 1948	Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	THIRD CLASS
	Sidings	Other Tracks	655	219						220	656
			Mon., Wed., Fri.	Daily Ex. Sunday	STATIONS						
								Daily Ex. Sunday	Tue., Thur., Sat.		
549			L 8.30Am	L 4.35Pm		CROSBY LINE JCT.		88.77	PJCX	A 7.31Am	A 12.40Pm
VB 7	21		8.55	4.50	6.97	HARTLAND	HN	81.80	D	7.18	12.10Pm
VB13	30	30	9.20	5.05	13.27	AURELIA	AU	75.50	D	7.03	11.45
VB21	35		9.45	5.20	20.54	COULEE	C	68.28	D	6.48	11.20
VB28	35		10.10	5.35	27.56	KENASTON	K	61.21	D	6.33	10.55
VB34	36	30	10.50	5.50	34.18	NIOBE	NB	54.59	RDY	6.18	10.30
					34.46	NORTHGATE LINE JCT.		54.81	J		
VB41	32	29	11.15	6.05	40.90	COTEAU	CA	47.87	D	6.02	10.01
VB48	32		11.40	6.20	47.57	WOBURN	WB	41.20	D	5.48	9.35
VB55	32	30	12.25Pm	6.40	55.10	LIGNITE	NG	33.67	DW	5.32	9.10
VB63	32		12.55	6.55	68.13	STAMPEDE		25.64		5.19	8.40
VB66	16		1.30	7.03	65.17	KINCAID	KC	28.60	DYX	5.14	8.30
VB69	32		1.45	7.15	68.63	LARSON	RN	20.14	D	5.08	7.55
VB72	16				71.33	STRANGE SIDING					
VB76	32		2.30	7.35	75.58	NOONAN	NX	18.22	DYX	4.54	7.30
VB81	32		2.55	7.45	81.31	PAULSON		7.56		4.42	6.55
VB84	10		3.10	7.51	84.47	JUNO		4.30		4.37	6.40
VB89	98		A 3.30Pm	A 8.00Pm	88.77	CROSBY	CY		BRDCYX	L 4.30Am	L 6.20Am
			7.00 12.7	8.25 26.9		Time Over Subdivision Average Speed Per Hour				8.01 29.4	6.20 14.01

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

WESTWARD		SIXTH SUBDIVISION					EASTWARD					
Station Numbers	Car Capacity					Distance from Northgate Line Jct.	Time Table No. 62 Effective May 23, 1948	Telegraph Calls	Distance from Boundary Line	SIGNS		
	Sidings	Other Tracks										
						STATIONS						
						8.86	NORTHGATE LINE JCT.		21.46	YJ		
VE 8	20					8.01	M. St. P. & S. M. Ry. Crossing		14.00	I		
VE15	24					14.77	BOWBELLS	BE	13.45	D		
VE21	104					21.01	PERELLA		6.69			
						21.46	NORTHGATE	NO	0.45	RDX		
							BOUNDARY LINE			J		
						Time Over Subdivision Average Speed Per Hour						

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

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Cassation	Time Table No. 62			Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
401	403	449		Siding	Other Tracks	(200)	197		Effective May 23, 1948						(200)	198
Daily	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	Daily Ex. Sunday				
L 10.10Pm	L 4.03Pm	L 8.57Am	R50		29	L 5.31Pm	L 8.11Am	2.91	CASSELTON JCT.		8.74	PXYJ	A 8.40Am	A 8.50Pm		
			R63		46	s 5.43	s 8.25	6.02	2.91 HOWES		5.88					
10.31	4.24	9.18	F823	69		A 5.50Pm	A 8.40Am	8.74	3.71 AMENIA	MY	2.12	DP	s 8.25	s 8.33		
A 10.39Pm	A 4.32Pm	A 9.26Am							2.12 VANCE			RPYJ	L 8.15Am	L 8.25Pm		
.29 18.0	.29 18.0	.29 18.0				.19 29.6	.29 18.0		Time Over Subdivision Average Speed Per Hour				.25 20.9	.25 21.7		

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

WESTWARD			EIGHTH SUBDIVISION						EASTWARD				
Station Numbers	Car Capacity		SECOND CLASS		Distance from Stanley Lane Jct.	Time Table No. 62			Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS	
	Siding	Other Tracks	177			Effective May 23, 1948						178	
				Daily Ex. Sunday	STATIONS			Daily Ex. Mon.					
				L 7.35Pm		GRENORA LINE JCT.		86.58	PJ	A 6.45Am			
VD 8	22			t 7.55	6.41	6.41 WASSAIC		80.17		t 6.25			
VD13	34			s 8.10	11.75	5.34 LOSTWOOD	WD	74.83	DP	s 6.10			
VD20	28			s 8.30	18.05	6.39 LUNDS VALLEY	VA	68.53	DP	s 5.50			
VD26	44			s 8.55	24.61	6.59 POWER'S LAKE	PW	61.97	DP	s 5.30			
VD33	25			s 9.15	31.09	7.08 BATTLEVIEW	BV	54.89	DP	s 4.45			
VD40	34			s 9.35	38.07	6.38 McGREGOR	GO	48.51	DP	s 4.20			
VD48	25			s 9.55	44.38	6.31 HAMLEY	HA	42.20	DP	s 3.55			
VD52	42	39		s 10.30	50.37	6.39 WILDROSE	WR	36.21	DP	s 3.30			
VD59	25			s 10.50	57.35	6.88 CORINTH	CN	29.33	DP	s 2.55			
VD66	35			s 11.10	64.34	7.09 ALAMO	AG	22.24	DP	s 2.35			
VD71	27			s 11.30	69.34	5.50 APPAM	AK	16.74	DPW	s 2.15			
VD76	35			s 11.45	74.62	4.78 ZAHN	ZA	11.06	DP	s 1.55			
VD82	35			s 12.05Am	80.20	5.54 HANKS	HK	6.32	DP	s 1.35			
VD88	105			A 12.30Am	86.58	6.32 GRENORA	GR		RDP CYXB	L 1.15Am			
				4.55 17.6		Time Over Subdivision Average Speed Per Hour				5.30 15.7			

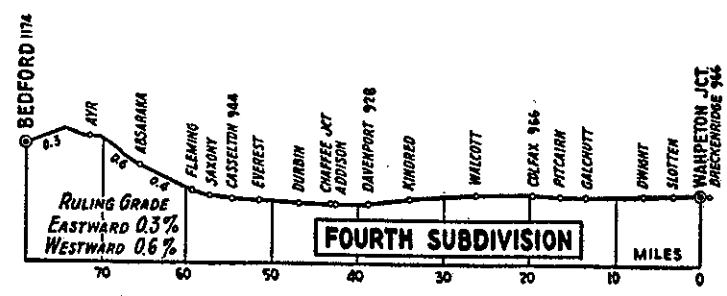
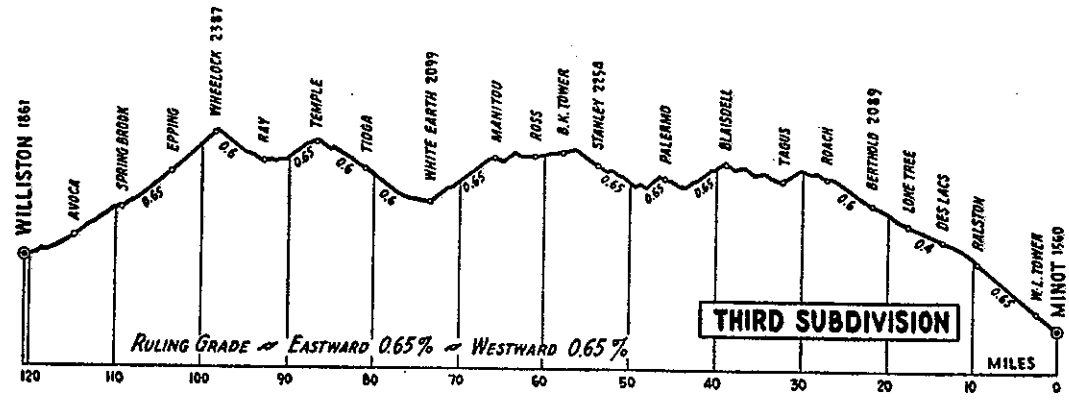
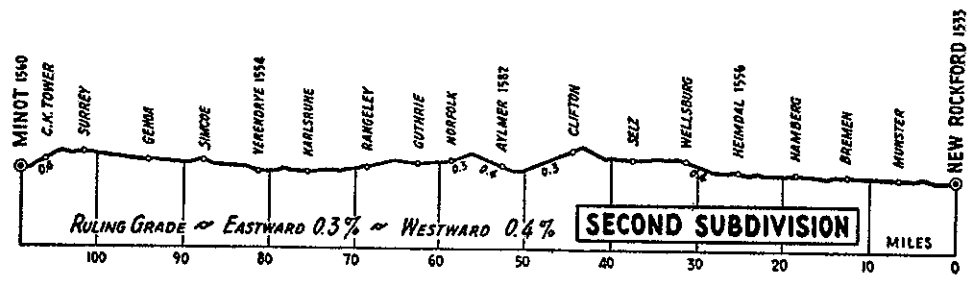
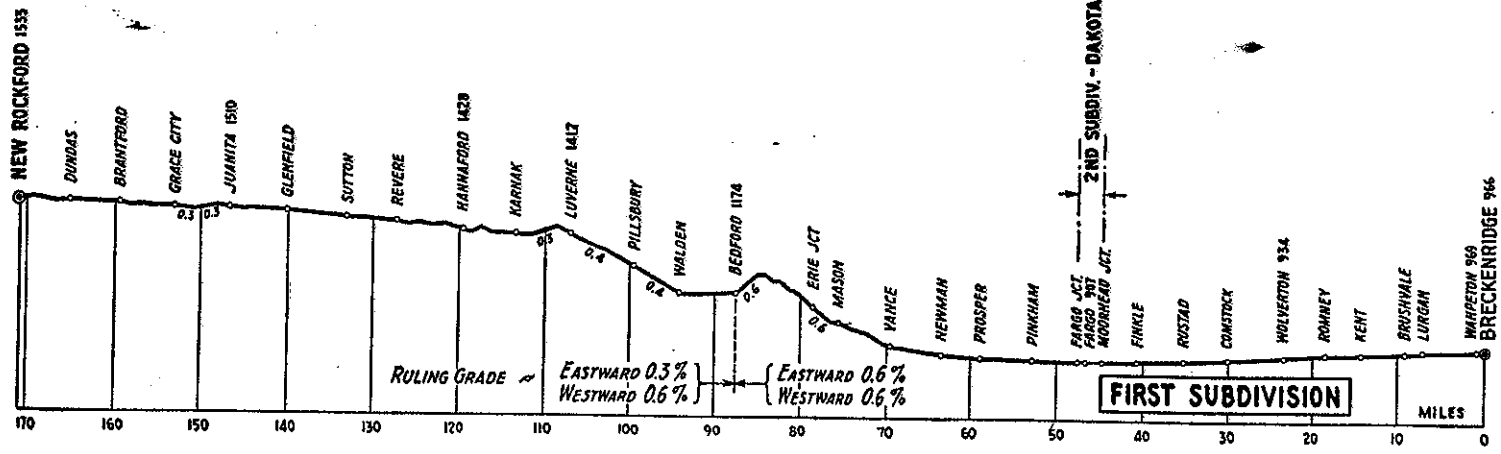
Westward trains are superior to eastward trains of the same class.

WESTWARD			NINTH SUBDIVISION						EASTWARD		
Station Numbers	Car Capacity		Distance from Chaffee Line Jct.	Time Table No. 62			Telegraph Calls	Distance from Chaffee	SIGNS		
	Siding	Other Tracks		Effective May 23, 1948						STATIONS	
				STATIONS							
						CHAFFEE LINE JCT.		11.5	PJ		
R45	22		7.0			7.0 LYNCHBURG		4.5			
R46	20		11.5			4.5 CHAFFEE					
				Time Over Subdivision Average Speed Per Hour							

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

Business Tracks Not Shown as Stations on Time Table

Name	Location	Switch Opening	Capacity Cars
First Subdivision Smith's siding	3.7 miles west Newman	East	8
Second Subdivision Falsen Pit	3.2 miles east Verendrye	East	122
Third Subdivision Palermo Pit	1.27 miles west Palermo	West	132
Lovejoy Mine Spur	0.13 miles west Avoca	East	10
Fourth Subdivision Absaraka Pit	0.96 miles west Absaraka	West	160
Fifth Subdivision Kincaid Storage Track	0.36 miles east Kincaid	East & West	80
Noonan Storage Track	1.68 miles east Noonan	East & West	68



Elevation...175

MINOT DIVISION