



**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 Boeckmann .....St. Paul, Minn.
- Dr. Archibald D. McCannel .....Minot, N. D.
- Dr. M. B. Ruud .....Grand Forks, N. D.

**LOCAL SURGEONS**

- Dr. Louis T. O'Brien .....Breckenridge, Minn.
- Dr. C. W. Jacobson .....Breckenridge, Minn.
- Dr. Clarence V. Bateman .....Wahpeton, N. D.
- Dr. C. G. Owens .....New Rockford, N. D.
- Dr. H. W. Miller .....Casselton, N. D.
- Dr. E. W. Humphrey .....Moorhead, Minn.
- Dr. Kent E. Darrow .....Fargo, N. D.
- Dr. P. H. Burton .....Fargo, N. D.
- Dr. H. J. Fortin .....Fargo, N. D.
- Drs. Kermott and Kermott .....Minot, N. D.
- Dr. M. G. Flath .....Stanley, N. D.
- Dr. Robert Goodman .....Powers Lake, N. D.
- Dr. C. S. Jones .....Williston, N. D.
- Dr. J. P. Craven .....Williston, N. D.
- Dr. Frank Wheelon .....Minot, 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 63

EFFECTIVE 12:01 A. M.

CENTRAL TIME

**Sunday, January 16, 1949**

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.**

2 WESTWARD

FIRST SUBDIVISION

| Station Numbers | Car Capacity |              | THIRD CLASS |          |           | SECOND CLASS     |                |                |                | FIRST CLASS    |                |          |          |          | Distance from Breckenridge | Time Table No. 63 |                            | Telegraph Code |          |
|-----------------|--------------|--------------|-------------|----------|-----------|------------------|----------------|----------------|----------------|----------------|----------------|----------|----------|----------|----------------------------|-------------------|----------------------------|----------------|----------|
|                 | Siding       | Other Tracks | 401         | 403      | 449       | 341              | 199            | 209            | 197            | (182) 127      | 11             | 3        | 27       | 9        |                            | 1                 | Effective January 16, 1949 |                | STATIONS |
|                 |              |              | Daily       | Daily    | Daily     | Tue., Thu., Sat. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily    | Daily    | Daily    |                            | Daily             |                            |                |          |
| A214            | Yard         | 1148         | L 8.15Pm    | L 2.15Pm | L 6.40Am  |                  |                |                |                | L 6.01Am       |                | L 2.03Pm | L 1.52Pm | L 4.35Am | L 12.05Am                  | 0.99              | BRECKENRIDGE               | BR             |          |
| R1              |              | 108          |             |          |           |                  |                |                |                | s 6.05         |                | s 2.05   |          | s 4.40   |                            | 1.19              | WHPETON                    | WH             |          |
|                 |              |              | A 8.25Pm    | A 2.25Pm | A 6.50Am  |                  |                |                |                |                |                | 2.08     | 1.56     | 4.43     | 12.08                      | 1.84              | MILW. CROSSING             |                |          |
|                 |              |              |             |          |           |                  |                |                |                |                |                |          |          |          |                            | 5.40              | WHPETON JCT.               |                |          |
|                 |              |              |             |          |           |                  |                |                |                |                |                |          |          |          |                            |                   | MILW. CROSSING             |                |          |
| P7              |              | 35           |             |          |           |                  |                |                |                |                |                | 2.15     | 2.03     | 4.49     | 12.14                      | 7.25              | LURGAN                     |                |          |
| P9              |              | 19           |             |          |           |                  |                |                |                |                |                |          |          | 4.52     |                            | 9.20              | BRUSHVALE                  |                |          |
| P14             | 90           | 43           |             |          |           |                  |                |                |                |                |                | 2.25     | 2.12     | 5.02     | 12.22                      | 14.23             | KENT                       | KN             |          |
| P23             | 89           | 32           |             |          |           |                  |                |                |                |                |                | 2.39     | 2.24     | 5.16     | 12.32                      | 23.24             | WOLVERTON                  | WO             |          |
| P29             |              | 35           |             |          |           |                  |                |                |                |                |                | 2.48     | 2.33     | 5.26     | 12.39                      | 30.07             | COMSTOCK                   | CM             |          |
| P35             |              | 36           |             |          |           |                  |                |                |                |                |                | 2.55     | 2.39     | 5.36     | 12.45                      | 35.23             | RUSTAD                     |                |          |
| P40             |              | 35           |             |          |           |                  |                |                |                |                |                | 3.02     | 2.46     | 5.43     | 12.51                      | 40.75             | FINKLE                     |                |          |
|                 |              | 120          |             |          |           |                  |                |                |                |                | L 2.58Pm       | 3.08     | 2.53     | 5.50     | 12.56                      | 44.79             | MOORHEAD JCT.              | MJ             |          |
|                 |              |              |             |          |           |                  |                |                |                |                |                |          |          |          |                            | 44.92             | N. P. RY. CROSSING         |                |          |
| 241             | 55           | 263          |             |          |           |                  |                |                |                | L 9.13Pm       | s 3.03         | s 3.10   | 2.55     | s 5.55   | 12.57                      | 45.61             | MOORHEAD                   | MH             |          |
| 242             | Yard         | 1310         |             |          |           | L 8.25Am         | L 7.40Am       | L 7.30Am       |                | A 9.20Pm       | A 3.08Pm       | 3.25     | 3.42     | 3.00     | 6.00                       | 1.01              | 46.68                      | FARGO          | FO       |
| 242             |              |              |             |          |           | 8.30             | 7.45           | 7.35           |                |                |                | A 3.30Pm | 3.15     | 6.23Am   | 1.08                       | 47.70             | FARGO JCT.                 | F              |          |
| FS6             | 68           | 14           |             |          |           | s 8.43           | f 7.55         | f 7.45         |                |                |                |          |          |          | 1.14                       | 52.91             | PINKHAM                    |                |          |
| FS12            | 69           | 23           |             |          |           | s 8.55           | f 8.08         | s 7.58         |                |                |                |          |          |          | 1.21                       | 59.08             | PROSPER                    | RO             |          |
| FS17            |              | 34           |             |          |           | s 9.05           | f 8.05         |                |                |                |                |          |          |          |                            | 63.32             | NEWMAN                     |                |          |
| FS23            | 69           |              | L 10.39Pm   | L 4.32Pm | L 9.26Am  | s 9.20           | f 8.30         | A 8.15Am       |                |                |                |          |          |          | 1.32                       | 69.55             | VANCE                      |                |          |
| FS29            | 69           | 32           | 10.49       | 4.42     | 9.36      | s 9.45           | f 8.38         |                |                |                |                |          |          |          | 1.39                       | 75.57             | MASON                      |                |          |
| 816             |              |              | 10.55       | 4.48     | 9.42      | A 9.55Am         | 8.44           |                |                |                |                |          |          |          | 1.42                       | 78.60             | ERIE JCT.                  |                |          |
| FS41            | 128          |              | 11.15       | 5.05     | 10.02     |                  | s 9.01         |                |                |                |                |          |          |          | 1.50                       | 87.41             | NOLAN                      | W              |          |
| FS47            | 79           | 23           | 11.27       | 5.15     | 10.12     |                  | s 9.12         |                |                |                |                |          |          |          | 1.56                       | 94.10             | WALDEN                     |                |          |
| FS53            | 80           | 23           | 11.42       | 5.28     | 10.25     |                  | s 9.25         |                |                |                |                |          |          |          | 2.01                       | 99.46             | PILLSBURY                  | EX             |          |
| FS60            | 128          | 34           | 11.54       | 5.45     | 10.42     |                  | s 9.40         |                |                |                |                |          |          |          | 4.24                       | 106.85            | LUVERNE                    |                |          |
| FS67            | 79           | 34           | 12.05Am     | 6.01     | 10.52     |                  | s 9.52         |                |                |                |                |          |          |          | 4.32                       | 113.21            | KARNAK                     | NA             |          |
| FS73            | 183          | 26           | 12.32       | 6.42     | 11.05     |                  | s 10.10        |                |                |                |                |          |          |          | 4.39                       | 119.60            | N. P. RY. CROSSING         | HO             |          |
| FS80            |              | 33           | 12.50       | 6.55     | 11.18     |                  | s 10.25        |                |                |                |                |          |          |          | 4.46                       | 127.02            | HANNAFORD                  |                |          |
| FS86            | 139          | 33           | 1.01        | 7.04     | 11.27     |                  | s 10.37        |                |                |                |                |          |          |          | 4.52                       | 133.00            | REVERE                     | SU             |          |
| FS93            |              | 52           | 1.12        | 7.15     | 11.38     |                  | s 10.50        |                |                |                |                |          |          |          | 4.59                       | 139.97            | GLENFIELD                  | GD             |          |
| FS100           | 144          | 33           | 1.22        | 7.26     | 11.49     |                  | s 11.02        |                |                |                |                |          |          |          | 5.05                       | 145.53            | JUANITA                    | JA             |          |
| FS106           |              | 35           | 1.32        | 7.36     | 11.59     |                  | s 11.15        |                |                |                |                |          |          |          | 5.11                       | 152.97            | GRACE CITY                 | G              |          |
| FS118           | 140          | 33           | 1.42        | 7.46     | 12.11Pm   |                  | s 11.27        |                |                |                |                |          |          |          | 5.17                       | 159.36            | BRANTFORD                  | BF             |          |
| FS118           | 77           | 32           | 1.52        | 7.56     |           |                  | f 11.35        |                |                |                |                |          |          |          | 5.22                       | 165.11            | DUNDAS                     |                |          |
| FS124           | Yard         | 999          | A 2.05Am    | A 8.05Pm | A 12.35Pm |                  | A 11.50Am      |                |                |                |                |          |          | A 5.30Pm | A 3.06Am                   | 170.95            | N. P. RY. CROSSING         | KO             |          |
|                 |              |              | 3.36        | 3.43     | 3.19      | 1.30             | 4.10           | .45            | .07            | .10            | 1.27           | 3.38     | 1.48     | 3.01     |                            |                   | Time Over Subdivision      |                |          |
|                 |              |              | 28.6        | 27.7     | 31.1      | 21.3             | 29.3           | 80.5           | 15.7           | 9.00           | 11.2           | 32.9     | 47.0     | 24.6     | 56.7                       |                   | Average Speed Per Hour     |                |          |

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows: No. 28 and 10 are superior to No. 127. 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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS, PAGE 11.

FIRST SUBDIVISION

EASTWARD 3

| Time Table No. 63<br>Effective<br>January 16, 1949 | Distance From<br>New Rockford | FIRST CLASS       |          |          |           |                      | SECOND CLASS           |                     |                     |                     | THIRD CLASS         |            | SIGNS    |                       |                 |
|--|-------------------------------|-------------------|----------|----------|-----------|----------------------|------------------------|---------------------|---------------------|---------------------|---------------------|------------|----------|-----------------------|-----------------|
|  |                               | (181)<br>128      | 12       | 4        | 28        | 10                   | 2                      | 342                 | 200                 | 210                 | 198                 | 402        |          | 448                   |                 |
|  |                               | Daily<br>Ex. Sun. | Daily    | Daily    | Daily     | Daily                | Streamliner<br>Daily   | Tue., Thu.,<br>Sat. | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily      |          | Daily                 |                 |
| <b>BRECKENRIDGE</b> .. 170.95                      |                               |                   |          | A 5.25Pm | A 10.07Pm | A 12.38Am            | A 3.02Am               |                     |                     |                     |                     | A 11.00Pm  | A 9.25Pm | A 3.10Am              | RDNXWC<br>ROYIB |
| .. WHPETON .. 169.96                               |                               |                   |          | 5.21     |           | 12.27                |                        |                     |                     |                     |                     | 10.52      |          |                       | PXD             |
| .. MILW. CROSSING .. 169.76                        |                               |                   |          |          |           |                      |                        |                     |                     |                     |                     |            |          |                       | I               |
| .. WHPETON JCT. .. 169.11                          |                               |                   |          | 5.18     | 10.00     | 12.22                | <sup>448</sup> 2.56    |                     |                     |                     |                     | L 10.46Pm  | L 9.15Pm | L <sup>2</sup> 2.57Am | PJXI            |
| .. MILW. CROSSING .. 165.55                        |                               |                   |          |          |           |                      |                        |                     |                     |                     |                     |            |          |                       | I               |
| .. LURGAN .. 163.70                                |                               |                   |          | 5.12     | 9.53      | <sup>1</sup> 12.14Am | 2.50                   |                     |                     |                     |                     |            |          |                       | P               |
| .. BRUSHVALE .. 161.75                             |                               |                   |          |          |           | f 11.57              |                        |                     |                     |                     |                     |            |          |                       |                 |
| .. KENT .. 156.72                                  |                               |                   |          | 5.02     | 9.43      | f 11.48              | 2.43                   |                     |                     |                     |                     |            |          |                       | DP              |
| .. WOLVERTON .. 147.71                             |                               |                   |          | 4.49     | 9.31      | f 11.35              | 2.33                   |                     |                     |                     |                     |            |          |                       | DP              |
| .. COMSTOCK .. 140.88                              |                               |                   |          | 4.39     | 9.20      | f 11.24              | 2.26                   |                     |                     |                     |                     |            |          |                       | DP              |
| .. RUSTAD .. 135.72                                |                               |                   |          | 4.32     | 9.12      | f 11.16              | 2.20                   |                     |                     |                     |                     |            |          |                       | DP              |
| .. FINKLE .. 130.20                                |                               |                   |          | 4.25     | 9.04      | 11.07                | 2.14                   |                     |                     |                     |                     |            |          |                       | P               |
| .. MOORHEAD JCT. .. 128.16                         |                               |                   |          | A 9.06Am | 4.17      | 8.57                 | 2.09                   |                     |                     |                     |                     |            |          |                       | IRDNP<br>XYJ    |
| .. N. P. RY. CROSSING .. 126.03                    |                               |                   |          |          |           |                      |                        |                     |                     |                     |                     |            |          |                       | I               |
| .. MOORHEAD .. 125.34                              |                               | A 6.40Am          | s 9.04   | s 4.13   | s 8.55    | s 10.55              | 2.07                   |                     |                     |                     |                     |            |          |                       | DNPXR           |
| .. FARGO .. 124.29                                 |                               | L 6.35Am          | L 9.00Am | 3.55     | 8.25      | 10.25                | 1.59                   |                     |                     |                     |                     |            |          |                       | WXBDN<br>IKR    |
| .. FARGO JCT. .. 123.25                            |                               |                   |          | L 3.50Pm | 8.20      | L 10.20Pm            | 1.56                   |                     |                     |                     |                     |            |          |                       | BCDNJK<br>ORWXY |
| .. PINKHAM .. 118.04                               |                               |                   |          |          | 8.13      |                      | 1.50                   |                     |                     |                     |                     |            |          |                       | P               |
| .. PROSPER .. 111.87                               |                               |                   |          |          | 8.05      |                      | 1.43                   |                     |                     |                     |                     |            |          |                       | DP              |
| .. NEWMAN .. 107.63                                |                               |                   |          |          |           |                      | <sup>1</sup> 1.32      |                     |                     |                     |                     |            |          |                       |                 |
| .. VANCE .. 101.40                                 |                               |                   |          |          |           |                      | 2.00                   |                     |                     |                     |                     | L 5.50Pm   | s 8.25   |                       | YPJ             |
| .. MASON .. 95.38                                  |                               |                   |          |          |           |                      | 1.21                   |                     |                     |                     |                     |            |          |                       | WP              |
| .. ERIE JCT. .. 92.35                              |                               |                   |          |          |           |                      | 1.17                   |                     |                     |                     |                     |            |          |                       | PJ              |
| .. NOLAN .. 89.54                                  |                               |                   |          |          |           |                      | 1.07                   |                     |                     |                     |                     | A s 4.20Pm | L 7.45Pm |                       | IDNWX           |
| .. WALDEN .. 70.85                                 |                               |                   |          |          |           |                      | 1.00                   |                     |                     |                     |                     |            |          |                       | P               |
| .. PILLSBURY .. 71.49                              |                               |                   |          |          |           |                      | 12.54                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. LUVERNE .. 64.10                                |                               |                   |          |          |           |                      | 12.46                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. KARNAK .. 57.74                                 |                               |                   |          |          |           |                      | 12.37                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. N. P. RY. CROSSING .. 51.35                     |                               |                   |          |          |           |                      | <sup>401</sup> 12.32   |                     |                     |                     |                     |            |          |                       | IDNPW           |
| .. HANNAFORD .. 43.95                              |                               |                   |          |          |           |                      | 12.26                  |                     |                     |                     |                     |            |          |                       | P               |
| .. REVERE .. 37.95                                 |                               |                   |          |          |           |                      | 12.21                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. SUTTON .. 30.08                                 |                               |                   |          |          |           |                      | 12.15                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. GLENFIELD .. 24.42                              |                               |                   |          |          |           |                      | 12.09                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. JUANITA .. 17.98                                |                               |                   |          |          |           |                      | 12.03Am                |                     |                     |                     |                     |            |          |                       | DP              |
| .. GRACE CITY .. 11.59                             |                               |                   |          |          |           |                      | 11.57                  |                     |                     |                     |                     |            |          |                       | DP              |
| .. BRANTFORD .. 5.84                               |                               |                   |          |          |           |                      | 11.53                  |                     |                     |                     |                     |            |          |                       | P               |
| .. DUNDAS .. 5.84                                  |                               |                   |          |          |           |                      |                        |                     |                     |                     |                     |            |          |                       |                 |
| .. N. P. RY. CROSSING .. 5.84                      |                               |                   |          |          |           |                      | L <sup>27</sup> 5.35Pm |                     |                     |                     |                     |            |          |                       | RDNPKB<br>IWKO  |
| .. NEW ROCKFORD .. 5.84                            |                               |                   |          |          |           |                      | L 11.48Pm              |                     |                     |                     |                     |            |          |                       |                 |
| Time Over Subdivision                              |                               | .05               |          |          |           |                      | 3.14                   |                     |                     |                     |                     |            |          |                       |                 |
| Average Speed Per Hour                             |                               | 12.4              | 10.6     | 13.5     | 4.32      | 2.18                 | 52.9                   | 1.30                | 4.50                | 1.25                | .14                 | 8.16       | 2.48     |                       |                 |
|  |                               |                   | 18.7     | 80.1     | 37.6      | 26.6                 |                        | 21.3                | 22.0                | 28.8                | 7.9                 | 25.9       | 80.4     |                       |                 |

AUTOMATIC BLOCK SIGNALS

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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.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS, PAGE 11.

**4 WESTWARD**

**SECOND SUBDIVISION**

| Station Numbers | Car Capacity  |              | THIRD CLASS         |                     |                   | SECOND CLASS          |                     | FIRST CLASS         |             |                  |                            | Distance from New Rockford | Time Table No. 63 |                  | Telegraph Calls |       |
|-----------------|---------------|--------------|---------------------|---------------------|-------------------|-----------------------|---------------------|---------------------|-------------|------------------|----------------------------|----------------------------|-------------------|------------------|-----------------|-------|
|                 | Siding        | Other Tracks | 403                 | 449                 | 401               | 199                   | 3                   | 27                  | 9           | 1<br>Streamliner | Effective January 16, 1949 |                            | STATIONS          |                  |                 |       |
|                 |               |              | Daily               | Daily               | Daily             |                       |                     |                     |             |                  |                            |                            |                   | Daily Ex. Sunday |                 | Daily |
| FS124           | Yard          | 989          | L 8.15Pm            | L 12.53Pm           | L 2.25Am          | L 1.00Pm              | L 5.33Pm            | L 3.06Am            |             |                  |                            |                            |                   |                  |                 |       |
| FS181           | 79            | 28           | 8.30                | 1.07                | 2.38              | f 1.15                | 5.40                | 3.13                | 6.80        |                  |                            |                            |                   |                  |                 |       |
| FS187           | 141           | 88           | <sup>448</sup> 8.45 | 1.18                | 2.50              | s 1.32                | 5.45                | 3.18                | 12.49       |                  |                            |                            |                   |                  |                 |       |
| FS148           | 88            | 81           | 8.55                | 1.28                | <sup>1</sup> 3.23 | s 1.48                | 5.51                | <sup>401</sup> 3.23 | 18.00       |                  |                            |                            |                   |                  |                 |       |
| FS149           | 141           | 81           | 9.05                | 1.38                | 3.37              | s 2.05                | 5.58                | 3.28                | 28.01       |                  |                            |                            |                   |                  |                 |       |
| FS155           | 141           | 83           | 9.15                | <sup>402</sup> 1.48 | 3.50              | s 2.25                | 6.04                | 3.33                | 31.11       |                  |                            |                            |                   |                  |                 |       |
| FS162           | 141           | 83           | 9.25                | 1.58                | 4.01              | s 2.45                | 6.10                | 3.38                | 37.43       |                  |                            |                            |                   |                  |                 |       |
| FS169           | .....         | 28           | 9.38                | 2.13                | 4.15              | s 3.05                | 6.17                | 3.46                | 44.40       |                  |                            |                            |                   |                  |                 |       |
| FS177           | W 108<br>E 88 | 84           | 9.51                | 2.28                | 4.30              | s 3.28                | 6.26                | 3.55                | 52.74       |                  |                            |                            |                   |                  |                 |       |
| FS183           | .....         | 88           | 10.01               | 2.38                | 4.40              | f 3.38                | 6.32                | 4.00                | 58.82       |                  |                            |                            |                   |                  |                 |       |
| FS187           | 153           | 84           | 10.07               | 2.44                | 4.46              | s <sup>28</sup> 3.49  | 6.36                | 4.03                | 62.49       |                  |                            |                            |                   |                  |                 |       |
| FS193           | .....         | 41           | 10.15               | 2.54                | 4.56              | s 4.02                | 6.41                | 4.08                | 68.45       |                  |                            |                            |                   |                  |                 |       |
| FS200           | 84            | 83           | <sup>2</sup> 10.42  | 3.05                | 5.06              | s 4.22                | <sup>448</sup> 6.48 | 4.13                | 78.81       |                  |                            |                            |                   |                  |                 |       |
| FS205           | 144           | 28           | 10.55               | <sup>28</sup> 3.21  | 5.16              | s 4.45                | 6.54                | 4.18                | 81.17       |                  |                            |                            |                   |                  |                 |       |
| FS212           | 79            | 88           | 11.05               | 3.45                | 5.26              | s 5.05                | 7.01                | 4.23                | 87.89       |                  |                            |                            |                   |                  |                 |       |
| FS218           | 87            | 25           | 11.15               | 3.55                | 5.36              | f 5.25                | 7.06                | 4.28                | 94.00       |                  |                            |                            |                   |                  |                 |       |
| 519             | .....         | .....        | 11.30               | 4.10                | 5.50              | s <sup>448</sup> 5.50 | L 10.30Pm           | L 7.14              | L 3.23Pm    | 101.88           |                            |                            |                   |                  |                 |       |
| 523             | .....         | 213          | 11.37               | 4.20                | 5.59              | 6.02                  | 10.36               | 7.19                | 106.97      |                  |                            |                            |                   |                  |                 |       |
| 526             | Yard          | 2130         | A 11.50Pm           | A 4.30Pm            | A 6.10Am          | A 6.30Pm              | A 10.45Pm           | A 7.25Pm            | A 3.35Pm    | 108.81           |                            |                            |                   |                  |                 |       |
|                 |               |              | 8.35<br>30.4        | 3.37<br>30.0        | 3.45<br>29.0      | 5.30<br>19.7          | .18<br>28.0         | 1.52<br>58.2        | .12<br>36.3 | 1.44<br>62.8     |                            |                            |                   |                  |                 |       |

AUTOMATIC BLOCK SIGNALS

|                                |              |
|--------------------------------|--------------|
| NEW ROCKFORD.....              | KO           |
| 6.80                           |              |
| MUNSTER.....                   |              |
| 5.69                           |              |
| BREMEN.....                    | BN           |
| 6.11                           |              |
| HAMBERG.....                   | MA           |
| 6.41                           |              |
| HEIMDAL.....                   | HD           |
| 6.10                           |              |
| WELLSBURG.....                 | WX           |
| 6.32                           |              |
| SELZ.....                      | Z            |
| 7.08                           |              |
| CLIFTON.....                   |              |
| 8.28                           |              |
| AYLMER.....                    | MR           |
| 5.88                           |              |
| M. St. P. & S. M. Ry. Crossing |              |
| NORFOLK.....                   |              |
| 8.87                           |              |
| GUTHRIE.....                   |              |
| 5.96                           |              |
| RANGELEY.....                  |              |
| 6.86                           |              |
| KARLSRUHE.....                 | EA           |
| 5.86                           |              |
| VERENDRYE.....                 | RY           |
| 6.42                           |              |
| SINCOE.....                    | MO           |
| 8.41                           |              |
| GENOA.....                     |              |
| 7.58                           |              |
| SURREY.....                    | DOUBLE TRACK |
| (M. D. Jet.)                   |              |
| 4.39                           |              |
| C. K. SWITCH.....              |              |
| 2.84                           |              |
| MINOT.....                     | AD           |

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. 63

Effective January 16, 1949

| STATIONS   | Distance from<br>Mile | FIRST CLASS |          |                         |                      | SECOND CLASS        |  |  | THIRD CLASS         |                     | SIGNS                  |
|--|-----------------------|-------------|----------|-------------------------|----------------------|---------------------|--|--|---------------------|---------------------|------------------------|
|  |                       | 4           | 10       | 28                      | 2<br>Streamliner     | 200                 |  |  | 402                 | 448                 |                        |
|  |                       | Daily       | Daily    | Daily                   | Daily                | Daily<br>Ex. Sunday |  |  | Daily               | Daily               |                        |
| <b>NEW ROCKFORD</b> .....                                      | 108.81                |             |          | A 5.30 <sup>27</sup> Pm | A 11.48Pm            | A 11.05Am           |  |  | A 2.55Pm            | A 9.10Pm            | TRDNPB<br>KWXO         |
| 6.80<br><b>MUNSTER</b> .....                                   | 102.01                |             |          | 5.18                    | 11.41                | 10.45               |  |  | 2.40                | 8.55 <sup>403</sup> | Y                      |
| 5.69<br><b>BREMEN</b> .....                                    | 96.82                 |             |          | 5.06                    | 11.36                | 10.32               |  |  | 2.30                | 8.45                | DP                     |
| 6.11<br><b>HAMBERG</b> .....                                   | 90.21                 |             |          | 4.56                    | 11.31                | 10.14               |  |  | 2.18 <sup>199</sup> | 8.35                | DP                     |
| 6.41<br><b>HEIMDAL</b> .....                                   | 83.80                 |             |          | 4.46                    | 11.26                | 9.56                |  |  | 2.05                | 8.25                | DPW                    |
| 8.10<br><b>WELLSBURG</b> .....                                 | 77.70                 |             |          | 4.36                    | 11.21                | 9.38                |  |  | 1.48 <sup>449</sup> | 8.15                | DP                     |
| 6.32<br><b>SELZ</b> .....                                      | 71.38                 |             |          | 4.26                    | 11.16                | 9.20                |  |  | 1.28                | 8.05                | DP                     |
| 7.08<br><b>CLIFTON</b> .....                                   | 64.35                 |             |          | 4.15                    | 11.09                | 9.01                |  |  | 1.12                | 7.51                | P                      |
| 8.28<br><b>AYLMER</b> .....                                    | 56.07                 |             |          | 4.03                    | 11.01                | 8.45                |  |  | 12.50               | 7.35                | DNPW                   |
| 5.88<br>M. St. P. & S. M. Ry. Crossing<br><b>NORFOLK</b> ..... | 50.19                 |             |          | 3.54                    | 10.56                | 8.13                |  |  | 12.30               | 7.20                | I P                    |
| 8.87<br><b>GUTHRIE</b> .....                                   | 46.82                 |             |          | 3.49 <sup>199</sup>     | 10.53                | 8.05                |  |  | 12.23               | 7.14                | DP                     |
| 5.96<br><b>RANGELEY</b> .....                                  | 40.36                 |             |          | 3.40                    | 10.48 <sup>403</sup> | 7.48                |  |  | 12.11Pm             | 7.02                | P                      |
| 6.86<br><b>KARLSRUHE</b> .....                                 | 38.50                 |             |          | 3.30 <sup>449</sup>     | 10.42                | 7.37                |  |  | 11.59 <sup>27</sup> | 6.48                | DP                     |
| 5.86<br><b>VERENDRYE</b> .....                                 | 27.64                 |             |          | 3.21                    | 10.37                | 7.20                |  |  | 11.48               | 6.30                | DPW                    |
| 6.42<br><b>SIMCOE</b> .....                                    | 21.22                 |             |          | 3.12                    | 10.31                | 7.03                |  |  | 11.37               | 6.17                | DP                     |
| 8.41<br><b>GENOA</b> .....                                     | 14.81                 |             |          | 3.03                    | 10.26                | 6.47                |  |  | 11.25               | 6.04 <sup>199</sup> | P                      |
| 7.58<br><b>SURREY</b> .....                                    | 7.28                  | A 9.05Am    | A 1.45Pm | 2.53                    | 10.20                | 6.35                |  |  | 11.10               | 5.50 <sup>27</sup>  | RDNPLJ                 |
| (M. D. Jot.)<br><b>C. K. SWITCH</b> .....                      | 2.84                  | L 8.59      | L 1.35   | 2.45                    | 10.15                | 6.20                |  |  | 10.50               | 5.30                | PXI<br>IRDNPW<br>CKOXY |
| 2.84<br><b>MINOT</b> .....                                     |                       | L 8.55Am    | L 1.30Pm | L 2.40Pm                | L 10.10Pm            | L 6.15Am            |  |  | L 10.40Am           | L 5.20Pm            |                        |
| Time Over Subdivision  |                       | .10         | .15      | 2.50                    | 1.38                 | 4.50                |  |  | 4.18                | 3.86                |                        |
| Average Speed Per Hour   |                       | 43.8        | 28.9     | 38.4                    | 66.6                 | 22.5                |  |  | 25.6                | 28.2                |                        |

AUTOMATIC BLOCK SIGNALS

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. 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.

6 WESTWARD

THIRD SUBDIVISION

| Station Numbers | Car Capacity                 |              | THIRD CLASS  |              |              |              | SECOND CLASS        |                       |                       | FIRST CLASS |             |                  | Distance from Minot     | Time Table No. 63<br>Effective January 16, 1949 | STATIONS         | Telegraph Calls |
|-----------------|------------------------------|--------------|--------------|--------------|--------------|--------------|---------------------|-----------------------|-----------------------|-------------|-------------|------------------|-------------------------|---|------------------|-----------------|
|                 | Siding                       | Other Tracks | 417<br>Daily | 449<br>Daily | 401<br>Daily | 403<br>Daily | 9<br>Daily Ex. Sun. | 219<br>Daily Ex. Sun. | 179<br>Daily Ex. Mon. | 3<br>Daily  | 27<br>Daily | 1<br>Streamliner |                         |   |                  |                 |
|                 |                              |              |              |              |              |              |                     |                       |                       |             |             |                  |                         |   |                  |                 |
| 626             | 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    | 4.31             | AUTOMATIC BLOCK SIGNALS | MINOT   | AD               |                 |
|                 |                              |              | 7.55         | 10.40        | 8.55         | 2.15         | 4.21                | 3.55                  | 11.01                 | 7.44        | 5.01        | 4.31             |                         | M. St. P. & S. S. M. Ry. Crossing               | } Dble. Track    |                 |
|                 |                              |              | 7.57         | 10.42        | 8.57         | 2.17         | 4.22                | 3.56                  | 11.02                 | 7.45        | 5.02        | 4.94             |                         | W. L. SWITCH                                    |                  |                 |
| 536             | 14                           |              | 8.06         | 11.01        | 9.12         | 2.30         | 4.29                | 4.05                  | 11.08                 | 7.51        | 5.08        | 9.24             |                         | GASSMAN SWITCH                                  | } Dble. Track    |                 |
| 538             | 80                           |              | 8.16         | 11.15        | 9.27         | 2.40         | 4.37                | 4.13                  | 11.15                 | 7.57        | 5.14        | 13.47            |                         | RALSTON   |                  |                 |
| 644             | 80                           | 27           | 8.25         | 11.30        | 9.40         | 2.50         | 4.45                | 4.20                  | 11.21                 | 8.03        | 5.19        | 17.69            |                         | DES LACS  | } Dble. Track    |                 |
|                 |                              |              |              |              |              |              |                     |                       |                       |             |             |                  |                         | LONE TREE                                       |                  |                 |
| 640             | E99<br>W141                  | 179          | 8.34         | 11.42        | 9.53         | 3.01         | 5.01                | 4.30                  | 11.27                 | 8.08        | 5.23        | 22.28            |                         | 4.74  | BERTHOLD         | BD              |
|                 |                              |              |              |              |              |              |                     | A 4.35Pm              |                       |             |             | 22.69            |                         | 0.26  | CROSBY LINE JCT. |                 |
| 552             | 74                           |              | 8.43         | 11.55        | 10.05        | 3.10         | 5.09                |                       | 11.33                 | 8.14        | 5.28        | 27.01            |                         | 4.42  | ROACH            |                 |
| 558             | 150                          | 15           | 8.52         | 12.08Pm      | 10.18        | 3.20         | 5.17                |                       | 11.40                 | 8.21        | 5.34        | 32.06            |                         | 5.04  | TAGUS            | Q               |
| 565             | 145                          | 16           | 9.16         | 12.25        | 10.30        | 3.33         | 5.28                |                       | 11.48                 | 8.28        | 5.41        | 38.87            |                         | 5.32  | BLAISDELL        |                 |
| 572             | 140                          | 22           | 9.35         | 12.40        | 10.43        | 3.45         | 5.40                |                       | 11.57                 | 8.35        | 5.49        | 45.85            | 5.56                    | PALERMO   |                  |                 |
|                 |                              |              |              |              |              |              |                     |                       |                       |             |             | 52.29            | 6.44                    | GRENORA LINE JUNCTION                           |                  |                 |
| 580             | W260<br>E130                 | 118          | 9.50         | 1.15         | 11.05        | 4.10         | 6.01                |                       | A 6.55Am              | 12.10Am     | 8.43        | 5.58             | 1.41                    | STANLEY   | SY               |                 |
| 587             | Auto.<br>Blk.<br>80<br>Sigs. | 24           | 10.05        | 1.30         | 11.20        | 4.25         | 6.15                |                       |                       | 12.22       | 8.50        | 6.06             | 7.33                    | ROSS  | VR               |                 |
| 592             |                              | 10           | 10.13        | 1.40         | 11.33        | 4.35         | 6.24                |                       |                       | 12.29       | 8.59        | 6.11             | 4.56                    | MANITOU   |                  |                 |
| 599             | E104<br>W104                 | 25           | 10.25        | 1.55         | 11.48        | 4.50         | 6.39                |                       |                       | 12.40       | 9.10        | 6.20             | 7.52                    | WHITE EARTH                                     | WH               |                 |
| 609             | 109                          | 22           | 10.40        | 2.15         | 12.03Pm      | 5.05         | 6.55                |                       |                       | 12.51       | 9.20        | 6.29             | 7.86                    | TIOGA   | G                |                 |
| 614             | 80                           | 17           | 10.50        | 2.27         | 12.24        | 5.15         | 7.07                |                       |                       | 12.59       | 9.28        | 6.35             | 5.58                    | TEMPLE  |                  |                 |
| 617             | E112<br>W89                  | 42           | 11.01        | 2.40         | 12.36        | 5.27         | 7.22                |                       |                       | 1.08        | 9.37        | 6.42             | 6.24                    | RAY   | RA               |                 |
| 626             | 96                           | 28           | 11.12        | 2.55         | 12.48        | 5.38         | 7.34                |                       |                       | 1.16        | 9.45        | 6.49             | 5.33                    | WHELOCK   | W                |                 |
| 631             |                              | 22           | 11.21        | 3.04         | 12.57        | 5.48         | 7.46                |                       |                       | 1.24        | 9.53        | 6.56             | 5.17                    | EPPING  | PG               |                 |
| 633             | 82                           | 17           | 11.30        | 3.13         | 1.06         | 5.58         | 7.59                |                       |                       | 1.32        | 10.01       | 7.03             | 5.82                    | SPRING BROOK                                    |                  |                 |
| 641             |                              |              | 11.39        | 3.22         | 1.14         | 6.07         | 8.12                |                       |                       | 1.40        | 10.08       | 7.10             | 5.58                    | AVOCA   |                  |                 |
| 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           | 5.68                    | WILLISTON                                       | WN               |                 |
|                 |                              |              | 4.15         | 6.10         | 4.46         | 4.19         | 4.20                | .50                   | 3.00                  | 2.45        | 2.25        |                  |                         |   |                  |                 |
|                 |                              |              | 28.3         | 28.1         | 25.3         | 27.8         | 27.1                | 27.1                  | 40.1                  | 43.7        | 49.7        |                  |                         |   |                  |                 |

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. 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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 63

Effective January 16, 1949

| STATIONS   | Distance from Williston | FIRST CLASS |           |             |  | SECOND CLASS        |                     |                     | THIRD CLASS |          | SIGNS              |
|--|-------------------------|-------------|-----------|-------------|--|---------------------|---------------------|---------------------|-------------|----------|--------------------|
|  |                         | 4           | 28        | 2           |  | 220                 | 10                  | (177)<br>180        | 448         | 402      |                    |
|  |                         | Daily       | Daily     | Streamliner |  | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily       | Daily    |                    |
| MINOT<br>M. St. P. & S. S. M. Ry. Crossing<br>4.31 | 120.32                  | A 8.45Am    | A 2.30Pm  | 10.05Pm     |  | A 8.15Am            | A 12.01Pm           |                     | A 9.20Am    | A 7.20Pm | IRDNPWY<br>CKOXB   |
| W. L. SWITCH<br>0.63                               | 118.01                  | 8.38        | 2.21      | 9.57        |  | 8.02                | 11.37               |                     | 9.07        | 7.05     | IP                 |
| GASSMAN SWITCH<br>4.30                             | 115.38                  | 8.37        | 2.20      | 9.56        |  | 8.01                | 11.35               |                     | 9.05        | 7.03     | IP                 |
| RALSTON<br>4.13                                    | 111.08                  | 8.31        | 2.13      | 9.51        |  | 7.54                | 11.28               |                     | 8.57        | 6.55     | P                  |
| DES LACS<br>4.13                                   | 106.88                  | 8.25        | 2.07      | 9.46        |  | 7.47                | 11.15               |                     | 8.49        | 6.45     | IRDNPWY            |
| LONE TREE<br>4.74                                  | 102.73                  | 8.20        | 2.01      | 9.41        |  | 7.40                | 11.00               |                     | 8.42        | 6.35     | P                  |
| BERTHOLD<br>0.26                                   | 97.99                   | 8.15        | 1.55      | 9.36        |  | 7.33                | 10.50               |                     | 8.35        | 6.25     | IRDNPB<br>X        |
| CROSBY-LINE JCT.<br>4.42                           | 97.73                   |             |           |             |  | L 7.31Am            |                     |                     |             |          | JPX                |
| ROACH<br>5.04                                      | 93.81                   | 8.10        | 1.49      | 9.31        |  |                     | 10.28               |                     | 8.27        | 6.15     | P                  |
| TAGUS<br>6.83                                      | 88.27                   | 8.04        | 1.42      | 9.25        |  |                     | 10.18               |                     | 8.19        | 6.05     | DP                 |
| BLAISDELL<br>6.08                                  | 81.48                   | 7.57        | 1.34      | 9.16        |  |                     | 10.00               |                     | 8.08        | 5.55     | DP                 |
| PALERMO<br>6.44                                    | 74.47                   | 7.49        | 1.25      | 9.06        |  |                     | 9.40                |                     | 7.55        | 5.40     | DPW                |
| GRENORA LINE JUNCTION<br>1.41                      | 68.08                   |             |           |             |  |                     | A 7.35Pm            |                     |             |          | PJ<br>DNPI<br>WYXB |
| STANLEY<br>7.33                                    | 66.62                   | s 7.40      | s 1.15    | 8.58        |  |                     | 9.20                | L 7.30Pm            | 7.40        | 5.25     | IDP                |
| ROSS<br>4.56                                       | 59.29                   | 7.30        | 1.00      | 8.50        |  |                     | 8.40                |                     | 7.20        | 5.03     | P                  |
| MANITOU<br>7.52                                    | 54.78                   | 7.25        | 12.53     | 8.45        |  |                     | 8.24                |                     | 7.13        | 4.50     | DPW                |
| WHITE EARTH<br>7.88                                | 47.21                   | 7.16        | 12.42     | 8.36        |  |                     | 8.08                |                     | 6.53        | 4.20     | DP                 |
| TIOGA<br>5.53                                      | 39.35                   | 7.08        | 12.32     | 8.28        |  |                     | 7.53                |                     | 6.29        | 4.05     | P                  |
| TEMPLE<br>6.24                                     | 38.82                   | 7.02        | 12.24     | 8.22        |  |                     | 7.40                |                     | 6.05        | 3.55     | DPW                |
| RAY<br>5.33  | 27.58                   | 6.55        | 12.15     | 8.15        |  |                     | 7.27                |                     | 5.53        | 3.40     | RDNPB              |
| WHELOCK<br>5.17                                    | 22.25                   | 6.49        | 12.06Pm   | 8.09        |  |                     | 7.10                |                     | 5.44        | 3.30     | RDNPB<br>CKOXB     |
| EPPING<br>5.82                                     | 17.08                   | 6.37        | 11.57     | 8.02        |  |                     | 6.57                |                     | 5.26        | 3.10     | P                  |
| SPRING BROOK<br>5.58                               | 11.26                   | 6.28        | 11.48     | 7.55        |  |                     | 6.45                |                     | 5.08        | 2.50     | P                  |
| AVOCA<br>5.68                                      | 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 |                    |
| Time Over Subdivision                              |                         | 2.35        | 3.00      | 2.25        |  | .44                 | 5.46                | .05                 | 4.50        | 5.08     |                    |
| Average Speed Per Hour                             |                         | 46.5        | 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 Number | Car Capacity |              | THIRD CLASS         |              |                 | SECOND CLASS    |                 |                | Distance from Wahpeton Jct. | Time Table No. 63<br>Effective January 16, 1949 | Telegraph Calls | Distance from Nolan | SIGNS               | SECOND CLASS    |                |                     | THIRD CLASS    |       |
|----------------|--------------|--------------|---------------------|--------------|-----------------|-----------------|-----------------|----------------|-----------------------------|---|-----------------|---------------------|---------------------|-----------------|----------------|---------------------|----------------|-------|
|                | Siding       | Other Tracks | 401                 | 403          | 449             | (200)<br>175    | 209             | 197            |                             |   |                 |                     |                     | (209)<br>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 Ex. Sun. | Daily |
| R 8            | 109          | 32           | L 8.25Pm            | L 2.25Pm     | L 6.50Am        |                 |                 | L 6.08Am       | 6.00                        | Wahpeton Jct.                                   | 78.21           | JIX                 |                     | A 10.46Pm       | A 2.57Am       | A 9.15Pm            |                |       |
| R14            | 70           | 23           | 8.40<br>402<br>8.52 | 2.38         | 7.03            |                 |                 | s 6.20         | 6.00                        | DWIGHT  | DT 72.21        | DP                  |                     | s 10.37         | 2.30           | 9.03<br>401<br>8.52 |                |       |
| R18            |              | 18           |                     | 2.50         | 7.15            |                 |                 | s 6.33         | 12.61                       | GALCHUTT  | GS 65.00        | DP                  |                     | s 10.27         | 2.16           | 8.52                |                |       |
|                |              |              |                     |              |                 |                 |                 | f 6.39         | 16.00                       | PITCAIRN  |                 | P                   |                     | f 10.21         |                |                     |                |       |
| R21            | 109          | 29           | 9.05                | 3.02         | 7.27            |                 |                 | s 6.45         | 19.20                       | COLFAX  | CX 69.01        | DP                  |                     | s 10.15         | 2.02           | 8.34                |                |       |
| R28            | 70           | 34           | 9.16                | 3.13         | 7.38            |                 |                 | s 7.01         | 25.39                       | WALCOTT   | Q 52.82         | DP                  |                     | s 10.04         | 1.50           | 8.21                |                |       |
| R36            | 109          | 71           | 9.29<br>198         | 3.26         | 7.51            |                 |                 | s 7.25         | 33.33                       | KINDRED   | KR 44.88        | DPW                 |                     | s 9.51          | 1.38           | 8.07                |                |       |
| R41            | 70           | 32           | 9.39                | 3.35         | 8.01            |                 |                 | s 7.36         | 38.30                       | DAVENPORT<br>N. P. Ry. Crossing                 | DV 30.91        | IDP                 |                     | s 9.39<br>401   | 1.25           | 7.55                |                |       |
| R44            |              | 32           |                     |              |                 |                 |                 | s 7.44         | 42.25                       | ADDISON   |                 | P                   |                     | s 9.26          |                |                     |                |       |
|                |              |              |                     |              |                 |                 |                 |                | 42.00                       | CHAPPEE LINE JCT.                               |                 | FJ                  |                     |                 |                |                     |                |       |
| R48            | 109          | 37           | 9.53                | 3.49         | 8.15            |                 |                 | s 7.53         | 46.07                       | DURBIN  | DU 31.14        | DP                  |                     | s 9.18          | 1.10           | 7.37                |                |       |
| R53            |              | 17           |                     |              |                 |                 |                 | f 7.59         | 50.96                       | EVEREST   |                 | IDN                 |                     | f 9.10          |                |                     |                |       |
|                |              |              |                     |              |                 |                 |                 |                | 53.74                       | CASSELTON TOWER<br>N. P. Ry. Crossing           | CT 24.47        | PWX                 |                     |                 |                |                     |                |       |
| R56            | 134          | 286          | 10.08               | 4.01         | 209-176<br>8.55 | L 200<br>5.30Pm | L 178<br>8.45Am | s 8.09         | 53.96                       | CASSELTON                                       | A 24.25         | XP                  | A 449-209<br>8.42Am | A 175<br>5.20Pm | s 9.03         | 12.55               | 7.20           |       |
|                |              |              | A 10.10Pm           | A 4.03Pm     | A 8.57Am        | A 5.31Pm        | 8.47            | A 8.11Am       | 54.29                       | CASSELTON JCT.                                  |                 | XYJP                | L 8.40Am            | 5.15            | L 8.50Pm       | 12.50               | 7.15           |       |
| T 1            | 69           | 19           |                     |              |                 |                 | s 9.08          |                | 64.68                       | ABSARAKA  | AX 13.53        | DP                  |                     | s 4.55          |                | 12.31               | 6.48           |       |
| T 7            | 107          | 26           |                     |              |                 |                 | s 9.28          |                | 70.71                       | AYR   | AY 7.50         | DP                  |                     | s 4.40          |                | 12.20               | 6.37           |       |
| FB41           | 128          |              |                     |              |                 |                 | A 9.45Am        |                | 78.21                       | NOLAN   | W               | RID<br>NWJ          |                     | L 4.20Pm        |                | L 12.05Am           | L 6.22Pm       |       |
|                |              |              | 1.45<br>81.8        | 1.38<br>83.4 | 2.07<br>25.6    | .01<br>19.8     | 1.00<br>24.2    | 2.03<br>26.5   |                             | Time Over Subdivision<br>Average Speed Per Hour |                 |                     | .02<br>9.0          | 1.00<br>24.2    | 1.56<br>28.    | 2.52<br>29.2        | 2.53<br>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 Benchmark | Time Table No. 63<br>Effective January 16, 1949 | Telegraph Calls | Distance from Crosby | SIGNS | FIRST CLASS      | THIRD CLASS       |
|   | Siding       | Other Tracks | 655              | 219               |                         |   |                 |                      |       | 220              | 656               |
|   |              |              | Mon., Wed., Fri. | Daily Ex. Sunday  |                         |   |                 |                      |       | Daily Ex. Sunday | Tue., Thur., Sat. |
| STATIONS  |              |              |                  |                   |                         |   |                 |                      |       |                  |                   |
| 549   |              |              | L 8.30Am         | L 4.35Pm          |                         |   |                 | 88.77                | PJX   | A 7.31Am         | A 12.40Pm         |
| VB 7  | 21           |              | 8.55             | s 4.50            | 6.97                    |   | HN              | 81.80                | D     | s 7.18           | 12.10Pm           |
| VB13  | 30           | 30           | 9.20             | s 5.05            | 13.27                   |   | AU              | 75.50                | D     | s 7.03           | 11.45             |
| VB21  |              | 35           | 9.45             | s 5.20            | 20.54                   |   | C               | 68.23                | D     | s 6.48           | 11.20             |
| VB28  |              | 35           | 10.10            | s 5.35            | 27.56                   |   | K               | 61.21                | D     | s 6.33           | 10.55             |
| VB34  | 36           | 30           | 10.50            | s 5.50            | 34.18                   |   | NB              | 54.59                | RDY   | s 6.18           | 10.30             |
| VB41  | 32           | 29           | 11.15            | s 6.05            | 40.90                   |   | CA              | 47.87                | D     | s 6.02           | 10.01             |
| VB48  |              | 32           | 11.40            | s 6.20            | 47.57                   |   | WB              | 41.20                | D     | s 5.48           | 9.35              |
| VB55  | 32           | 30           | 12.25Pm          | s 6.40            | 55.10                   |   | NG              | 33.67                | DW    | s 5.32           | 9.10              |
| VB63  |              | 32           | 12.55            | f 6.55            | 63.13                   |   |                 | 25.64                |       | s 5.19           | 8.40              |
| VB66  |              | 16           | 1.30             | s 7.03            | 65.17                   |   | KC              | 28.60                | DYX   | s 5.14           | 8.30              |
| VB69  |              | 32           | 1.45             | s 7.15            | 68.63                   |   | RN              | 20.14                | D     | s 5.08           | 7.55              |
| VB72  |              | 16           |                  |                   | 71.33                   |   |                 |                      |       |                  |                   |
| VB76  |              | 32           | 2.30             | s 7.35            | 75.55                   |   | NX              | 13.22                | DYX   | s 4.54           | 7.30              |
| VB81  |              | 32           | 2.55             | f 7.45            | 81.21                   |   |                 | 7.56                 |       | f 4.42           | 6.55              |
| VB84  |              | 10           | 3.10             | f 7.51            | 84.47                   |   |                 | 4.30                 |       | f 4.37           | 6.40              |
| VB89  |              | 93           | A 3.30Pm         | A 8.00Pm          | 88.77                   |   | CY              |                      | BRDYX | L 4.30Am         | L 6.20Am          |
|   |              |              | 7.00             | 3.25              |                         |   |                 |                      |       | 3.01             | 6.20              |
|   |              |              | 12.7             | 25.9              |                         |   |                 |                      |       | 29.4             | 14.01             |
| Time Over Subdivision<br>Average Speed Per Hour |              |              |                  |                   |                         |   |                 |                      |       |                  |                   |

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. 63<br>Effective January 16, 1949 | Telegraph Calls | Distance from Boundary Line | SIGNS |  |  |
|   | Siding       | Other Tracks |  |                   |                                   |   |                 |                             |       |  |  |
|   |              |              |  |                   |                                   |   |                 |                             |       |  |  |
| STATIONS  |              |              |  |                   |                                   |   |                 |                             |       |  |  |
|   |              |              |  |                   |                                   |   | 21.46           | YJ                          |       |  |  |
| VE 8  |              | 30           |  |                   | 6.86                              |   | 14.60           | I                           |       |  |  |
| VE15  |              | 24           |  |                   | 8.01                              |   | 13.45           | D                           |       |  |  |
| VE21  |              | 104          |  |                   | 14.77                             |   | 6.69            |                             |       |  |  |
|   |              |              |  |                   | 21.01                             |   | 0.45            | RDY                         |       |  |  |
|   |              |              |  |                   | 21.46                             |   |                 | J                           |       |  |  |
| Time Over Subdivision<br>Average Speed Per Hour |              |              |  |                   |                                   |   |                 |                             |       |  |  |

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

| THIRD CLASS |          |             | Station Numbers | Car Capacity |                  | SECOND CLASS     |      | Distance from Casselton | Time Table No. 63<br>Effective January 16, 1949 |   |          | Telegraph Calls | Distance from Vance | SIGNS            | SECOND CLASS |  |
|-------------|----------|-------------|-----------------|--------------|------------------|------------------|------|-------------------------|---|---|----------|-----------------|---------------------|------------------|--------------|--|
| 401         | 403      | 449         |                 | Sidings      | Other Tracks     | (200)<br>175     | 197  |                         | (209)<br>176                                    | 198   |          |                 |                     |                  |              |  |
| Daily       | Daily    | Daily       |                 |              | Daily Ex. Sunday | Daily Ex. Sunday |      |                         |   |   |          |                 | Daily Ex. Sunday    | Daily Ex. Sunday |              |  |
| L 10.10Pm   | L 4.03Pm | L 8.57Am    | R69             | 29           | L 5.31Pm         | L 8.11Am         | 2.91 | CASSELTON JCT.<br>2.91  | 8.74  | PXYJ  | A 8.40Am | A 8.50Pm        |                     |                  |              |  |
| 10.31       | 4.24     | 9.18        | R63             | 46           | 5.43             | 8.25             | 6.62 | HOWES<br>176            | 5.88  |   |          |                 |                     |                  |              |  |
| A 10.39Pm   | A 4.32Pm | A 9.26Am    | F823            | 69           | A 5.50Pm         | A 8.40Am         | 8.74 | AMENIA<br>3.71          | 2.12  | MY  | DP       | 8.25            | 8.33                |                  |              |  |
|             |          |             |                 |              |                  |                  |      | VANCE<br>2.12           |   |   | RPYJ     | L 8.15Am        | L 8.25Pm            |                  |              |  |
| .29<br>18.0 |          | .29<br>18.0 |                 | .29<br>18.0  |                  | .19<br>29.6      |      | .20<br>18.0             |   | Time Over Subdivision<br>Average Speed Per Hour |          |                 | .25<br>20.9         |                  | .25<br>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 Line Jct. | Time Table No. 63<br>Effective January 16, 1949 |       |                | Telegraph Calls | Distance from Grenora | SIGNS    | SECOND CLASS |  |  |
|                 | Sidings      | Other Tracks | 177                | Daily Ex. Sunday |                                 | STATIONS  | 178   | Daily Ex. Mon. |                 |                       |          |              |  |  |
| VD 8            | 22           |              | L 7.35Pm           |                  | 6.41                            | GRENORA LINE JCT.<br>6.41                       | 86.68 | PJ             | A 6.45Am        |                       |          |              |  |  |
| VD13            | 34           |              | 7.55               | 8.41             | 11.75                           | WASSAIC<br>5.24                                 | 80.17 |                | 6.25            |                       |          |              |  |  |
| VD20            | 25           |              | 8.10               | 11.75            | 18.05                           | LOSTWOOD<br>6.30                                | 74.38 | WD             | 6.10            |                       |          |              |  |  |
| VD26            | 44           |              | 8.30               | 18.05            | 24.61                           | LUNDS VALLEY<br>6.56                            | 68.58 | VA             | 5.50            |                       |          |              |  |  |
| VD33            | 25           |              | 8.55               | 24.61            | 31.69                           | POWER'S LAKE<br>7.08                            | 61.97 | PW             | 5.30            |                       |          |              |  |  |
| VD40            | 24           |              | 9.15               | 31.69            | 38.07                           | BATTLEVIEW<br>6.38                              | 54.89 | BV             | 4.45            |                       |          |              |  |  |
| VD46            | 25           |              | 9.35               | 38.07            | 44.38                           | MCGREGOR<br>6.31                                | 48.51 | GO             | 4.20            |                       |          |              |  |  |
| VD52            | 42           | 39           | 9.55               | 44.38            | 50.37                           | HANLET<br>5.59                                  | 42.20 | HA             | 3.55            |                       |          |              |  |  |
| VD59            | 25           |              | 10.30              | 50.37            | 57.35                           | WILDROSE<br>6.88                                | 36.21 | WR             | 3.30            |                       |          |              |  |  |
| VD66            | 35           |              | 10.50              | 57.35            | 64.34                           | CORINTH<br>7.09                                 | 29.33 | CN             | 2.55            |                       |          |              |  |  |
| VD71            | 27           |              | 11.10              | 64.34            | 69.84                           | ALAMO<br>5.50                                   | 22.24 | AG             | 2.35            |                       |          |              |  |  |
| VD76            | 25           |              | 11.30              | 69.84            | 74.02                           | APPAM<br>4.75                                   | 16.74 | AK             | 2.15            |                       |          |              |  |  |
| VD82            | 35           |              | 11.45              | 74.02            | 80.26                           | ZAHL<br>5.64                                    | 11.96 | ZA             | 1.55            |                       |          |              |  |  |
| VD88            | 105          |              | 12.05Am            | 80.26            | 86.58                           | HANKS<br>6.32                                   | 6.32  | HK             | 1.35            |                       |          |              |  |  |
|                 |              |              | A 12.30Am          | 86.58            |                                 | GRENORA<br>6.32                                 |       | GR             |                 | RDP<br>YXB            | L 1.15Am |              |  |  |
| 4.55<br>17.6    |              |              |                    |                  |                                 | Time Over Subdivision<br>Average Speed Per Hour |       |                | 5.80<br>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. 63<br>Effective January 16, 1949 |      |    | Telegraph Calls | Distance from Chaffee | SIGNS |  |  |  |
|                 | Sidings      | Other Tracks |                   |  |                                 | STATIONS  |      |    |                 |                       |       |  |  |  |
| R45             | 22           |              |                   |  | 7.0                             | CHAFFEE LINE JCT.<br>7.0                        | 11.5 | PJ |                 |                       |       |  |  |  |
| R46             | 20           |              |                   |  | 11.5                            | LYNCHBURG<br>4.5                                | 4.5  |    |                 |                       |       |  |  |  |
|                 |              |              |                   |  |                                 |   |      |    |                 |                       |       |  |  |  |
|                 |              |              |                   |  |                                 | Time Over Subdivision<br>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 |
|-------------------------------|----------------------------|----------------|---------------|
| <b>First Subdivision</b>      |                            |                |               |
| Smith's siding .....          | 3.7 miles west Newman      | East           | 8             |
| <b>Second Subdivision</b>     |                            |                |               |
| Falsen Pit .....              | 3.2 miles east Verendrye   | East           | 122           |
| <b>Third Subdivision</b>      |                            |                |               |
| Palermo Pit .....             | 1.27 miles west Palermo    | West           | 132           |
| Lovejoy Mine Spur .....       | 0.13 miles west Avoca      | East           | 10            |
| <b>Fourth Subdivision</b>     |                            |                |               |
| Absaraka Pit .....            | 0.96 miles west Absaraka   | West           | 160           |
| <b>Fifth Subdivision</b>      |                            |                |               |
| Kincaid Storage Track .....   | 0.36 miles east Kincaid    | East & West    | 80            |
| Noonan Storage Track .....    | 1.68 miles east Noonan     | East & West    | 68            |
| <b>Ninth Subdivision</b>      |                            |                |               |
| J. C. Jenson Spur Track ..... | 1.50 miles east of Chaffee | West           | 7             |

**Train Register Exceptions.**

Trains Nos. 1 and 2 will register by ticket at Breckenridge and New Rockford.

Moorhead, register is for Dakota Division Eleventh Subdivision trains only which will register by ticket at the depot.

Vance, register only for Nos. 209, 200, 341, and 342.

**Clearance Provisions and Exceptions Rule 83 (B).**

(a) At Fargo Jct., when train order signal indicates proceed, Dakota Division Eastward trains may proceed without clearance.

(b) Dakota Division clearance received at Fargo or Fargo Jct., will clear eastward trains at Moorhead Jct., and westward trains at Fargo Jct. when train order signal indicates proceed.

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

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. 209 and 175 arrive will clear Nos. 176 and 200 respectively, at that point.

**Between Fargo and Fargo Jct.**

Between Fargo and Fargo Jct., first class trains, except No. 9 to and from Dakota Division Third Subdivision use Dakota Main track; other trains originating and terminating or destined Minot Division use Surrey Main track.

No. 9 use Surrey Main track at Fargo to Eighth Street, entering Dakota Main track at crossover just west of Eighth Street.

At Moorhead, Dakota Division trains use siding to and from Eleventh Subdivision.

**Manual Interlockings.**

Moorhead Jct. ....N. P. Ry. Crossing  
 Whistle signals for routes:  
 Dakota First Subdivision .....1 long  
 Minot Division .....1 long, 1 short  
 Minot Division siding .....3 long, 1 short

**CLEARING OF STREAMLINERS**

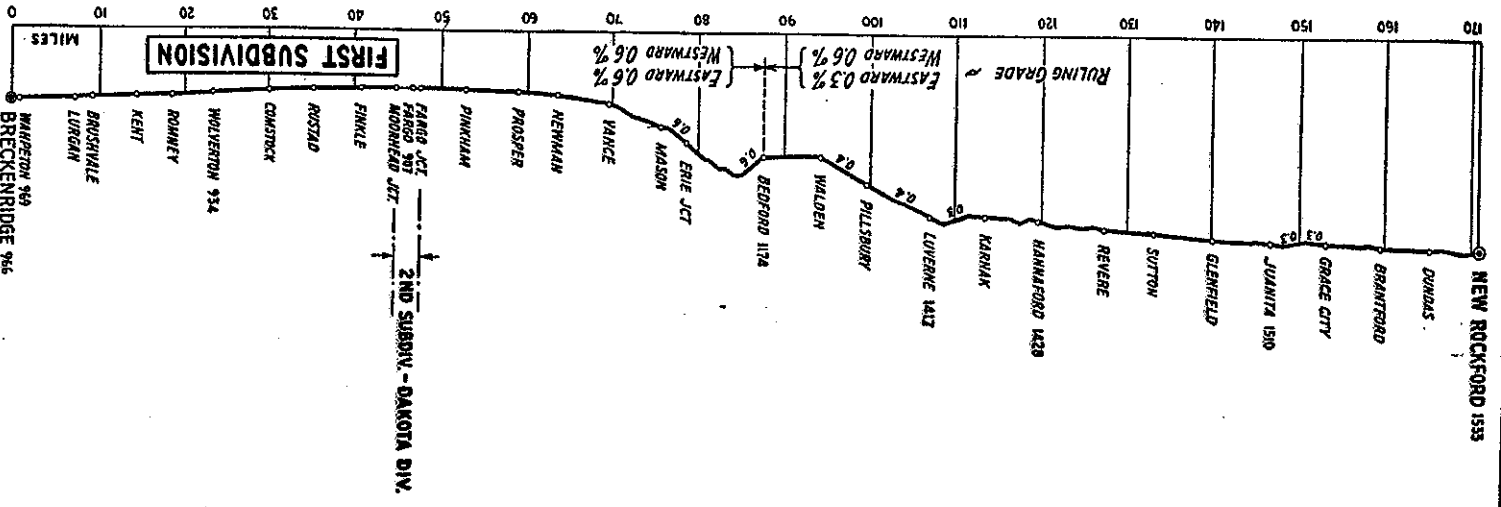
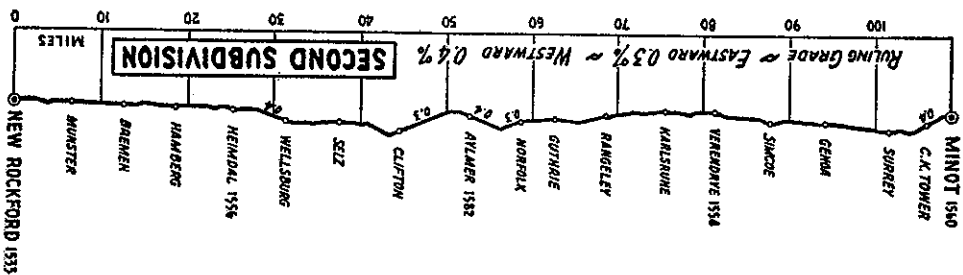
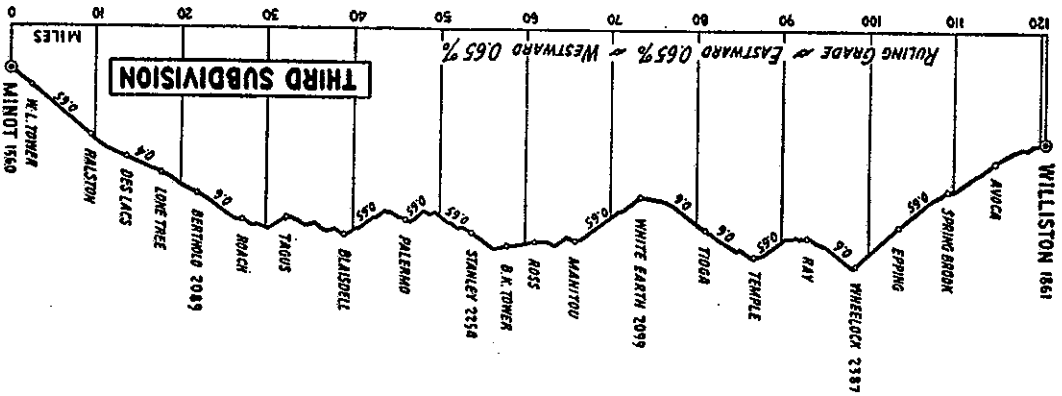
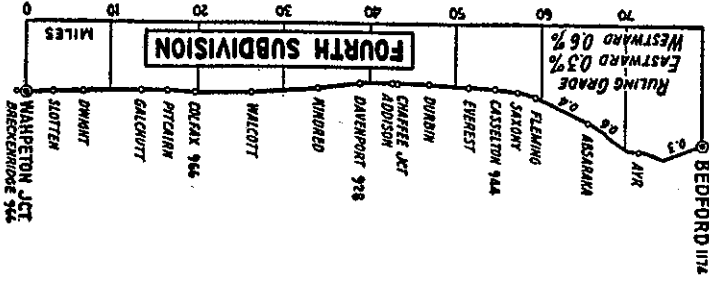
The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.  
 The time of No. 1 must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

Elevation--175



MINOT DIVISION