



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. F. W. Ford, Asst. Division Surgeon, 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. Clarence V. Bateman Wahpeton, N. D.
- Dr. C. W. Jacobson Breckenridge, Minn.
- Dr. F. W. Ford 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.
- vs. 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 61

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, February 8, 1948

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

M. L. GAETZ, Superintendent.

M. J. WELSH, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Time Table No. 61
Effective February 8, 1948

| Station Number | Car Capacity | THIRD CLASS | | | SECOND CLASS | | | | FIRST CLASS | | | | Distance from Breckenridge | STATIONS | Telegraph Calls | | | | |
|----------------|--------------|-------------|----------|----------|------------------|----------------|----------------|----------------|-------------|-------|-------|-------|----------------------------|----------|-----------------|----------|-------|-----------------------------------|-----------------------------------|
| | | 401 | 403 | 449 | 341 | 209 | 199 | 197 | 1 | 3 | 27 | 9 | | | | | | | |
| | | Daily | Daily | Daily | Tue., Thu., Sat. | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Streamliner | Daily | Daily | Daily | | | | Daily | | | |
| A214 | Yard | 1145 | L 8.15Pm | L 2.15Pm | L 6.40Am | | | | L 5.01Am | | | | L 1.57Pm | L 2.03Pm | L 1.27Pm | L 4.35Am | 0.99 | BRECKENRIDGE..... BR | |
| R1 | | 108 | | | | | | | s 5.04 | | | | | s 2.05 | | s 4.40 | 1.19 | WAHPETON..... WH | |
| | | | A 8.25Pm | A 2.25Pm | A 6.50Am | | | | A 5.07Am | | | | 12.01Am | 2.08 | 1.31 | 4.43 | 1.84 | C. M. ST. P. & P. RY. CROSS. 0.20 | |
| | | | | | | | | | | | | | | | | | 5.40 | WAHPETON JCT. 0.65 | |
| | | | | | | | | | | | | | | | | | | 5.40 | C. M. ST. P. & P. RY. CROSS. 3.56 |
| P7 | | 35 | | | | | | | | | | | 10 12.07 | 2.15 | 1.38 | 4.49 | 7.25 | LURGAN..... | |
| P9 | | 10 | | | | | | | | | | | | | | f 4.52 | 9.20 | BRUSHVALE..... | |
| P14 | | 90 | | | | | | | | | | | 12.15 | 2.25 | 1.47 | f 5.02 | 14.23 | KENT..... KN | |
| P28 | | 80 | | | | | | | | | | | 12.25 | 2.39 | 1.59 | f 5.16 | 23.24 | WOLVERTON..... WO | |
| P20 | | 35 | | | | | | | | | | | 12.33 | 2.48 | 2.08 | f 5.26 | 30.07 | COMSTOCK..... CM | |
| P35 | | 36 | | | | | | | | | | | 12.39 | 2.55 | 2.14 | f 5.36 | 35.23 | RUSTAD..... J | |
| P40 | | 35 | | | | | | | | | | | 12.45 | 3.02 | 2.21 | 5.43 | 40.75 | FINKLE..... | |
| | | 150 | | | | | | | | | | | A 12.50Am | A 3.08Pm | A 2.28Pm | A 5.50Am | 44.70 | MOORHEAD JCT. 4.04 | |

TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

| Station Number | Car Capacity | THIRD CLASS | SECOND CLASS | FIRST CLASS | Distance from Breckenridge | STATIONS | Telegraph Calls | | | | | | | | | | |
|----------------|--------------|-------------|--------------|-------------|----------------------------|----------|-----------------|-----------|-----------------------|----------|--------|--------------------------------|------|------|------|------|------------------------|
| 242 | | | L 8.30Am | L 6.35Am | L 6.45Am | L 1.02Am | L 2.50Pm | 47.70 | FARGO JCT. 2.91 | F | | | | | | | |
| FS6 | 68 | 14 | s 8.43 | f 6.45 | f 6.55 | 1.08 | 2.56 | 52.91 | PINKHAM. 5.21 | | | | | | | | |
| FS12 | 60 | 28 | s 8.55 | s 6.58 | f 7.08 | 1.15 | 3.04 | 59.08 | PROSPER. 6.17 | RO | | | | | | | |
| FS17 | | 34 | s 9.05 | f 7.08 | | | | 63.32 | NEWMAN. 4.24 | | | | | | | | |
| FS28 | 60 | | L 10.39Pm | L 4.32Pm | L 8.59Am | s 9.20 | A 7.20Am | f 7.30 | 2 1.27 | 3.18 | 69.55 | VANCE..... | | | | | |
| FS20 | 60 | 32 | 10.49 | 4.42 | 9.09 | s 9.45 | | f 7.40 | 1.34 | 3.25 | 76.57 | MASON. 6.02 | | | | | |
| S16 | | | 10.55 | 4.48 | 9.15 | A 9.55Am | | 7.46 | 1.37 | 3.29 | 78.60 | ERIE JCT. 3.03 | | | | | |
| FS41 | 128 | | 11.15 | 5.05 | 9.35 | | | s 8.05 | 1.45 | 3.40 | 87.41 | NOLAN. 8.51 | | | | | |
| FS47 | 70 | 23 | 11.27 | 5.15 | 9.45 | | | s 8.15 | 1.51 | 3.46 | 94.10 | WALDEN. 6.60 | | | | | |
| FS53 | 80 | 23 | 11.42 | 5.28 | 9.58 | | | s 8.30 | 1.56 | 3.51 | 99.45 | PILLSBURY. 5.38 | | | | | |
| FS60 | 128 | 34 | 11.54 | 5.45 | 10.15 | | | s 8.45 | 2.03 | 3.59 | 106.85 | LUVERNE. 7.99 | | | | | |
| FS67 | 70 | 34 | 12.05Am | 6.01 | 10.27 | | | s 8.59 | 2.11 | 4.07 | 113.21 | KARNAK. 6.38 | | | | | |
| FS73 | 138 | 26 | 12.32 | 6.42 | 10.45 | | | s 9.20 | 2.16 | 4.14 | 119.60 | N. P. RY. CROSSING. 6.39 | | | | | |
| FS80 | | 33 | 12.50 | 6.55 | 10.59 | | | s 9.38 | 2.23 | 4.21 | 127.02 | HANNAFORD. 7.42 | | | | | |
| FS88 | 130 | 33 | 1.01 | 7.04 | 11.08 | | | s 9.50 | 2.28 | 4.27 | 133.00 | REVERE. 5.98 | | | | | |
| FS93 | | 52 | 1.12 | 7.15 | 11.19 | | | s 10.05 | 2.33 | 4.34 | 139.97 | SUTTON. 6.97 | | | | | |
| FS100 | 144 | 33 | 1.22 | 7.26 | 11.30 | | | s 10.20 | 2.38 | 4.40 | 145.53 | GLENFIELD. 6.56 | | | | | |
| FS104 | | 35 | 1.32 | 7.36 | 11.40 | | | s 10.35 | 2.43 | 4.46 | 152.97 | JUANITA. 6.44 | | | | | |
| FS113 | 140 | 33 | 1.42 | 7.46 | 11.55 | | | s 10.50 | 2.48 | 4.52 | 159.38 | GRACE CITY. 6.39 | | | | | |
| FS118 | 77 | 32 | 1.52 | 7.56 | 12.07Pm | | | f 11.01 | 2.53 | 4.57 | 165.11 | BRANTFORD. 5.75 | | | | | |
| FS124 | Yard | 999 | A 2.05Am | A 8.05Pm | A 12.20Pm | | | A 11.15Am | A 3.02Am | A 5.06Pm | 170.95 | DUNDAS..... | | | | | |
| | | | 3.36 | 3.43 | 3.31 | 1.25 | .45 | 4.30 | .06 | | | | 3.05 | 1.05 | 3.39 | 1.15 | Time Over Subdivision |
| | | | 28.6 | 27.7 | 29.9 | 21.8 | 29.1 | 27.4 | 12.1 | | | | 55.4 | 41.3 | 46.8 | 35.8 | Average Speed Per Hour |

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

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

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

CLEARING OF STREAMLINERS

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

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

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

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

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

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 61
Effective February 8, 1948

| STATIONS | Distance From New Rockford | FIRST CLASS | | | | SECOND CLASS | | | | THIRD CLASS | | SIGNS |
|---|----------------------------|-------------|----------------------|-----------|---------------------|------------------|------------------|------------------|------------------|---------------------|-----------------------|-------------------|
| | | 2 | 4 | 28 | 10 | 342 | 200 | 210 | 198 | 402 | 448 | |
| | | Streamliner | Daily | Daily | Daily | Tue., Thu., Sat. | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Daily | Daily | |
| BRECKENRIDGE..... | 170.95 | A 3.00Am | A 5.25Pm | A 10.07Pm | A 12.30Am | | | | A 9.00Pm | A 9.25Pm | A 3.10Am | RDNXWC KOYIB |
| WAHPETON..... | 169.96 | | s 5.21 | | s 12.20 | | | | s 8.53 | | | PXD |
| C. M. ST. P. & P. RY. CROSS. | 169.76 | | | | | | | | | | | I |
| WAHPETON JCT..... | 169.11 | | ⁴⁴⁸ 2.54 | 5.18 | 10.00 | | | | L 8.51Pm | L 9.15Pm | L ² 2.57Am | PJXI |
| C. M. ST. P. & P. RY. CROSS. | 165.58 | | | | | | | | | | | I |
| LURGAN..... | 163.70 | | 2.48 | 5.12 | 9.53 | | | | | | | F |
| BRUSHVALE..... | 161.78 | | | | f 11.51 | | | | | | | |
| KENT..... | 158.72 | | 2.40 | 5.02 | 9.43 | | | | | | | DP |
| WOLVERTON..... | 147.71 | | 2.30 | 4.49 | 9.31 | | | | | | | DP |
| COMSTOCK..... | 140.88 | | 2.22 | 4.39 | 9.20 | | | | | | | DP |
| RUSTAD..... | 138.72 | | 2.16 | 4.32 | 9.12 | | | | | | | DP |
| FINKLE..... | 130.20 | | 2.10 | 4.25 | 9.04 | | | | | | | P IRDNP YXJ |
| MOORHEAD JCT..... | 126.16 | L 2.05Am | L 4.17Pm | L 8.57Pm | L 10.57Pm | | | | | | | |
| TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE. | | | | | | | | | | | | |
| FARGO JCT..... | 128.26 | A 1.52Am | | A 8.20Pm | | A 3.30Pm | A 6.50Pm | A 7.20Pm | | | | DRRP WYXB |
| PINKHAM..... | 118.04 | | 1.46 | | 8.13 | s 2.56 | f 6.30 | f 7.10 | | | | F |
| PROSPER..... | 111.87 | | 1.39 | | 8.05 | s 2.32 | f 6.15 | s 6.59 | | | | DP |
| NEWMAN..... | 107.63 | | | | | s 2.15 | | f 6.50 | | | | |
| VANCE..... | 101.40 | | ¹ 1.27 | | 7.51 | s 2.00 | L 5.50Pm | s 6.40 | | | | YPJ |
| MASON..... | 95.38 | | 1.16 | | 7.42 | s 1.45 | | f 6.26 | | | | WP |
| ERIE JCT..... | 92.85 | | 1.12 | | 7.37 | L 1.35Pm | | 6.20 | | | | PJ |
| NOLAN..... | 82.84 | | 1.03 | | 7.25 | | A s 4.20Pm | L 6.00Pm | | A 6.22Pm | A 12.05Am | IDNWJ |
| WALDEN..... | 76.85 | | 12.57 | | 7.17 | | s 4.05 | | | 6.09 | 11.52 | F |
| PILLSBURY..... | 71.49 | | 12.52 | | 7.10 | | s 3.51 | | | 5.59 | ⁴⁰¹ 11.42 | DP |
| LIVERNE..... | 64.10 | | 12.45 | | 7.01 | | s 3.30 | | | ⁴⁰⁸ 5.45 | 11.31 | DP |
| KARNAK..... | 57.74 | | 12.37 | | 6.51 | | s 3.10 | | | 5.18 | 11.20 | DP |
| N. P. RY. CROSSING | | | ⁴⁰¹ 12.32 | | ⁴⁰⁸ 6.42 | | s 2.55 | | | 4.58 | 11.01 | IDNPW |
| HANNAFORD..... | 51.35 | | | | 6.29 | | s 2.30 | | | 4.40 | 10.47 | F |
| REVERE..... | 48.98 | | 12.26 | | 6.29 | | s 2.30 | | | 4.40 | 10.47 | F |
| SUTTON..... | 37.95 | | 12.21 | | 6.22 | | s 2.20 | | | ²⁷ 4.27 | 10.39 | DP |
| GLENFIELD..... | 30.98 | | 12.15 | | 6.14 | | s 2.00 | | | 4.13 | 10.28 | DP |
| JUANITA..... | 24.42 | | 12.09 | | 6.06 | | s 1.40 | | | 4.02 | 10.17 | DP |
| GRACE CITY..... | 17.98 | | 12.03Am | | 5.58 | | s 1.25 | | | 3.51 | 10.06 | DP |
| BRANTFORD..... | 11.59 | | 11.57 | | 5.50 | | s 1.10 | | | 3.40 | 9.55 | DP |
| DUNDAS..... | 8.84 | | 11.53 | | 5.43 | | f 12.55 | | | 3.30 | 9.45 | F |
| N. P. RY. CROSSING | | | | | | | | | | | | RDNPKB IWXO |
| NEW ROCKFORD..... | | L 11.48Pm | | L 5.35Pm | | | L 12.40Pm | | | L 3.15Pm | L 9.30Pm | |
| Time Over Subdivision | | 3.12 | 1.08 | 4.32 | 1.33 | 1.55 | 4.40 | 1.20 | .09 | 8.18 | 2.48 | |
| Average Speed Per Hour | | 53.4 | 39.5 | 37.6 | 28.8 | 16.1 | 22.5 | 29.5 | 8.1 | 25.9 | 30.4 | |

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

CLEARING OF STREAMLINERS

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

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

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

4 WESTWARD

SECOND SUBDIVISION

| Station Numbers | Car Capacity | | THIRD CLASS | | | SECOND CLASS | | FIRST CLASS | | | | Distance from New Rockford | Time Table No. 61 | | Telegraph Calls |
|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|------------------|-------------|--------------|-------------|--------------|----------------------------|----------------------------|---|-----------------|
| | Siding | Other Tracks | 403 | 449 | 401 | | 199 | 3 | 27 | 9 | 1 | | Effective February 8, 1948 | STATIONS | |
| | | | Daily | Daily | Daily | | Daily Ex. Sunday | Daily | Daily | Daily | Daily |  |  |  |  | Streamliner |
| FS124 | Yard | 999 | L 8.15Pm | L 12.53Pm | L 2.25Am | | L 1.00Pm | | L 5.09Pm | | L 3.02Am | | | NEW ROCKFORD | KO |
| FS131 | 79 | 28 | 8.30 | 1.07 | 2.38 | | 1.15 | | 5.18 | | 3.09 | 6.80 | | MUNSTER | |
| FS137 | 141 | 36 | 8.45 | 1.18 | 2.50 | | 1.32 | | 5.24 | | 3.14 | 12.49 | | BREMEN | BN |
| FS143 | 88 | 31 | 8.55 | 1.28 | 3.19 | | 1.48 | | 5.30 | | 3.19 | 18.60 | | HAMBERG | MA |
| FS149 | 141 | 31 | 9.05 | 1.38 | 3.35 | | 2.05 | | 5.37 | | 3.24 | 25.01 | | HEINDAL | HD |
| FS155 | 141 | 33 | 9.15 | 1.48 | 3.50 | | 2.25 | | 5.43 | | 3.29 | 31.11 | | WELLSBURG | WX |
| FS162 | 141 | 33 | 9.25 | 1.58 | 4.01 | | 2.45 | | 5.49 | | 3.34 | 37.43 | | SELZ | Z |
| FS169 | | 25 | 9.38 | 2.13 | 4.15 | | 3.05 | | 5.56 | | 3.42 | 44.46 | | CLIFTON | |
| FS177 | W 103 E 88 | 84 | 9.51 | 2.28 | 4.30 | | 3.28 | | 6.05 | | 3.51 | 52.74 | | AYLMER | MR |
| FS183 | | 88 | 10.01 | 2.38 | 4.40 | | 3.38 | | 6.11 | | 3.56 | 58.62 | | M. St. P. & S. S. M. Ry. Crossing NORFOLK | |
| FS187 | 153 | 34 | 10.07 | 2.44 | 4.46 | | 3.49 | | 6.15 | | 3.59 | 62.49 | | GUTHRIE | |
| FS193 | | 41 | 10.15 | 2.54 | 4.56 | | 4.02 | | 6.21 | | 4.04 | 68.45 | | RANGELEY | |
| FS200 | 84 | 33 | 10.42 | 3.05 | 5.06 | | 4.22 | | 6.28 | | 4.10 | 75.31 | | KARLSRUHE | RA |
| FS205 | 141 | 28 | 10.55 | 3.21 | 5.16 | | 4.45 | | 6.34 | | 4.15 | 81.17 | | VERENDRYE | RY |
| FS213 | 79 | 33 | 11.05 | 3.45 | 5.26 | | 5.05 | | 6.41 | | 4.21 | 87.59 | | SIMCOE | MO |
| FS218 | 87 | 25 | 11.15 | 3.55 | 5.36 | | 5.25 | | 6.46 | | 4.27 | 94.00 | | GENOA | |
| 519 | | | 11.30 | 4.10 | 5.50 | | 5.50 | L 10.30Pm | 6.54 | L 3.23Pm | 4.35 | 101.58 | | SURREY (M. D. Jct.) | SR |
| 523 | | 313 | 11.37 | 4.20 | 5.59 | | 6.02 | 10.36 | 6.59 | 3.29 | 4.39 | 105.97 | | C. K. SWITCH | |
| 526 | Yard | 2130 | A 11.50Pm | A 4.30Pm | A 6.10Am | | A 6.30Pm | A 10.45Pm | A 7.05Pm | A 3.35Pm | A 4.50Am | 108.81 | | MINOT | AD |
| | | | 8.50 28.3 | 3.37 30.0 | 3.45 29.0 | | 5.30 19.7 | .15 28.0 | 1.56 58.3 | .12 36.3 | 1.48 60.4 | | | | |
| | | | | | | | | | | | | | | Time Over Subdivision Average Speed Per Hour | |

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

CLEARING OF STREAMLINERS

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

The time of No. 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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 61

Effective February 8, 1948

| STATIONS | Distance from Miles | FIRST CLASS | | | | SECOND CLASS | | | THIRD CLASS | | SIGN |
|--------------------------------|------------------------|-------------|----------|----------|----------------------|---------------------|--|--|-------------|----------|------------------------|
| | | 4 | 10 | 28 | 2 | 200 | | | 402 | 448 | |
| | | Daily | Daily | Daily | Streamliner Daily | Daily Ex. Sunday | | | Daily | Daily | |
| NEW ROCKFORD..... | 108.81 | | | A 5.30Pm | A 11.48Pm | A 11.05Am | | | A 2.55Pm | A 9.10Pm | IRDN P |
| MUNSTER..... | 102.01 | | | 5.18 | 11.41 | 10.45 | | | 2.40 | 8.55 | RWZO |
| BREMEN..... | 96.32 | | | 5.06 | 11.36 | 10.32 | | | 2.30 | 8.45 | Y |
| HAMBERG..... | 90.21 | | | 4.56 | 11.31 | 10.14 | | | 2.18 | 8.35 | DP |
| HEMDAL..... | 83.80 | | | 4.46 | 11.26 | 9.56 | | | 2.05 | 8.25 | DP |
| WELLSBURG..... | 77.70 | | | 4.36 | 11.21 | 9.38 | | | 1.48 | 8.15 | DPW |
| SELZ..... | 71.38 | | | 4.26 | 11.16 | 9.20 | | | 1.28 | 8.05 | DP |
| CLIFTON..... | 64.35 | | | 4.15 | 11.09 | 9.01 | | | 1.12 | 7.51 | DP |
| AYLMER..... | 58.07 | | | 4.03 | 11.01 | 8.45 | | | 1.250 | 7.35 | P |
| M. St. P. & S. M. Ry. Crossing | | | | | | | | | | | DNPW |
| NORFOLK..... | 50.19 | | | 3.54 | 10.56 | 8.13 | | | 12.30 | 7.20 | I P |
| GUTHRIE..... | 48.82 | | | 3.49 | 10.53 | 8.05 | | | 12.23 | 7.14 | DP |
| RANGELEY..... | 40.88 | | | 3.40 | 10.48 | 7.48 | | | 12.11Pm | 7.02 | DP |
| KARLSRUHE..... | 33.60 | | | 3.30 | 10.42 | 7.37 | | | 11.59 | 6.50 | P |
| VERENDRYE..... | 27.64 | | | 3.21 | 10.37 | 7.20 | | | 11.48 | 6.34 | DP |
| SIMCOE..... | 21.22 | | | 3.12 | 10.31 | 7.03 | | | 11.37 | 6.17 | DPW |
| GENOA..... | 14.81 | | | 3.03 | 10.26 | 6.47 | | | 11.25 | 6.04 | DP |
| SURREY..... | 7.23 | A 9.05Am | A 1.45Pm | 2.53 | 10.20 | 6.35 | | | 11.10 | 5.50 | P |
| C. K. SWITCH..... | 2.84 | L 8.55Am | L 1.30Pm | 2.45 | 10.15 | 6.20 | | | 10.50 | 5.30 | RDNPU |
| MINOT..... | | L 8.55Am | L 1.30Pm | 2.40Pm | 10.10Pm | 6.15Am | | | L 10.40Am | L 5.20Pm | PXI IRDNPW CKOBY |
| Time Over Subdivision | | .10 | .15 | 2.50 | 1.38 | 4.50 | | | 4.15 | 8.60 | |
| Average Speed Per Hour | | 43.3 | 28.9 | 38.4 | 66.6 | 22.5 | | | 26.6 | 28.3 | |

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.

6 WESTWARD

THIRD SUBDIVISION

| Station Number | Car Capacity | | THIRD CLASS | | | | SECOND CLASS | | | FIRST CLASS | | | Distance from Minot | Time Table No. 61 Effective February 8, 1948 | STATIONS | Telegraph Calls |
|----------------|--------------|--------------|----------------------|------------------------|------------------------|--------------|------------------------|----------------|----------------|--------------|----------------------|------------------------|---------------------|---|--|-----------------|
| | Siding | Other Tracks | 417 | 449 | 401 | 403 | 9 | 219 | (178) 179 | 3 | 27 | 1 | | | | |
| | | | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Mon. | Daily | Daily | Streamliner | | | | |
| 526 | Yard | 2130 | L 7.25Pm | L 10.25Am | L 8.40Am | L 2.01Am | L 4.10Pm | L 3.45Pm | | L 10.50Pm | L 7.15Pm | L 4.55Am | | | MINOT } M. St. P. & S. S. M. Ry. Crossing } 4.31 } W. L. SWITCH } 0.83 } GASSMAN SWITCH } 4.30 } RALSTON } 4.13 } DES LACS } 4.12 } LONE TREE } 4.74 } BERTHOLD } 0.26 } CROSBY LINE JCT. } ROACH } 5.04 } TAGUS } 6.82 } BLAISDELL } 6.98 } PALERMO } 6.44 } GRENORA LINE JUNCTION } 1.41 } STANLEY } 7.33 } ROSS } 4.56 } MANITOU } 7.52 } WHITE EARTH } 7.86 } TIOGA } 5.58 } TEMPLE } 6.24 } RAY } 5.33 } WHEELOCK } 5.17 } EPPING } 5.82 } SPRING BROOK } 5.58 } AVOCA } 5.68 } WILLISTON } | AD |
| | | | 7.40 | 10.40 | 8.55 | 2.15 | 4.21 | 3.55 | | 11.01 | 7.24 | 5.01 | 4.31 | | | |
| 536 | | 14 | 7.52 | 11.01 | 9.12 | 2.30 | 4.29 | 4.05 | | 11.08 | 7.31 | 5.08 | 9.24 | | | |
| 588 | | 80 | 8.05 | ¹⁰ 11.15 | 9.27 | 2.40 | 4.37 | 4.13 | | 11.15 | 7.37 | 5.14 | 13.47 | | | |
| 544 | | 27 | 8.15 | 11.30 | 9.40 | 2.50 | 4.45 | 4.20 | | 11.21 | 7.43 | 5.19 | 17.59 | | | |
| 549 | E99 W141 | 179 | 8.25 | 11.42 | 9.53 | 3.01 | 5.01 | 4.30 | | 11.27 | 7.48 | 5.23 | 22.38 | | | |
| | | | | | | | | A 4.35Pm | | | | | 22.59 | | | |
| 552 | 74 | | 8.35 | 11.55 | 10.05 | 3.10 | 5.09 | | | 11.33 | 7.54 | 5.28 | 27.01 | | | |
| 558 | 150 | 15 | 8.44 | 12.08Pm | ¹⁰ 10.18 | 3.20 | 5.17 | | | 11.40 | 8.01 | 5.34 | 32.03 | | | |
| 565 | 145 | 16 | ² 9.16 | 12.25 | 10.30 | 3.33 | 5.28 | | | 11.48 | 8.08 | 5.41 | 38.87 | | | |
| 572 | 140 | 22 | 9.35 | 12.40 | 10.43 | 3.45 | ⁴⁰² 5.40 | | | 11.57 | 8.15 | 5.49 | 45.85 | | | |
| | | | | | | | | | L 6.45Am | | | | 52.29 | | | |
| 580 | E130 W260 | 118 | 9.50 | ²⁸ 1.15 | 11.05 | 4.10 | 6.01 | | A 6.55Am | L 12.10Am | 8.23 | 5.58 | 53.70 | | | |
| 587 | | 24 | 10.05 | 1.30 | 11.20 | 4.25 | 6.15 | | | 12.22 | 8.31 | 6.06 | 61.03 | | | |
| 592 | | 10 | 10.13 | 1.40 | 11.33 | 4.35 | 6.24 | | | 12.29 | ² 8.45 | 6.11 | 65.59 | | | |
| 599 | E104 W104 | 25 | 10.25 | 1.55 | 11.48 | 4.50 | 6.39 | | | 12.40 | 8.56 | 6.20 | 73.11 | | | |
| 609 | 109 | 22 | 10.40 | 2.15 | 12.03Pm | 5.05 | 6.55 | | | 12.51 | 9.05 | ⁴⁴⁸ 6.29 | 80.97 | | | |
| 614 | 80 | 17 | 10.50 | 2.27 | ²⁵ 12.24 | 5.15 | 7.07 | | | 12.59 | 9.12 | 6.35 | 86.50 | | | |
| 617 | E112 W69 | 42 | 11.01 | 2.40 | 12.36 | 5.27 | 7.22 | | | 1.08 | 9.20 | 6.42 | 92.74 | | | |
| 625 | 96 | 28 | 11.12 | 2.55 | 12.48 | 5.38 | 7.34 | | | 1.16 | 9.28 | ⁴ 6.49 | 98.07 | | | |
| 681 | | 22 | 11.21 | 3.04 | 12.57 | 5.48 | 7.46 | | | 1.24 | 9.35 | 6.56 | 108.24 | | | |
| 682 | 82 | 17 | 11.30 | 3.13 | 1.06 | 5.58 | 7.59 | | | 1.32 | 9.43 | 7.03 | 109.06 | | | |
| 641 | | | 11.39 | 3.22 | 1.14 | 6.07 | 8.12 | | | 1.40 | 9.50 | 7.10 | 114.64 | | | |
| 647 | Yard | 1693 | A 11.55Pm | A 3.35Pm | A 1.25Pm | A 6.20Am | A 8.30Pm | | | A 1.50Am | A 10.00Pm | A 7.20Am | 120.32 | | | |
| | | | 4.30 26.7 | 5.10 23.1 | 4.45 25.3 | 4.19 27.8 | 4.20 27.1 | .50 27.1 | .10 8.4 | 3.00 40.1 | 2.45 43.7 | 2.25 49.7 | | | | |

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 61

Effective February 8, 1948

AUTOMATIC BLOCK SIGNALS

| STATIONS | Distance from Williston | FIRST CLASS | | | SECOND CLASS | | | THIRD CLASS | | SIGNS |
|--------------------------------|-------------------------|-------------|-----------|------------------|---------------------|---------------------|---------------------|-------------|----------|------------------|
| | | 4 | 28 | 2 Streamliner | 220 | 10 | (177) 180 | 448 | 402 | |
| | | Daily | Daily | Daily | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Daily | Daily | |
| M. St. P. & S. M. Ry. Crossing | 120.32 | A 8.45Am | A 2.30Pm | A 10.05Pm | A 8.15Am | A 12.01Pm | | A 9.20Am | A 7.20Pm | IRDNPWY CKOXB |
| MINOT | | | | | | | | | | |
| W. L. SWITCH | 116.01 | 8.38 | 2.21 | 9.57 | 8.02 | 11.37 | | 9.07 | 7.05 | IP |
| GASSMAN SWITCH | 115.38 | 8.37 | 2.20 | 9.56 | 8.01 | 11.35 | | 9.05 | 7.03 | IP |
| RALSTON | 111.08 | 8.31 | 2.13 | 9.51 | 7.54 | 11.28 | | 8.57 | 6.55 | P |
| DES LACS | 106.85 | 8.25 | 2.07 | 9.46 | 7.47 | 11.15 | | 8.49 | 6.45 | RDPW |
| LONE TREE | 102.73 | 8.20 | 2.01 | 9.41 | 7.40 | 11.00 | | 8.42 | 6.35 | P |
| BERTHOLD | 97.99 | 8.15 | 1.55 | 9.36 | 7.33 | 10.50 | | 8.35 | 6.25 | IRDNPB X |
| CROSBY LINE JCT. | 97.73 | | | | L 7.31Am | | | | | JPX |
| ROACH | 93.31 | 8.10 | 1.49 | 9.31 | | 10.28 | | 8.27 | 6.15 | P |
| TAGUS | 88.27 | 8.04 | 1.42 | 9.25 | | 10.13 | | 8.19 | 6.05 | DP |
| BLAISDELL | 81.45 | 7.57 | 1.34 | 9.16 | | 10.00 | | 8.08 | 5.55 | DP |
| PALERMO | 74.47 | 7.49 | 1.25 | 9.06 | | 9.40 | | 7.55 | 5.40 | DPW |
| GRENORA LINE JUNCTION | 68.03 | | | | | | A 7.35Pm | | | PJ DNPI |
| STANLEY | 66.62 | s 7.40 | s 1.15 | 8.58 | | 9.20 | L 7.30Pm | 7.40 | 5.25 | WYXB |
| ROSS | 59.29 | 7.30 | 1.00 | 8.50 | | 8.40 | | 7.20 | 5.03 | IDP |
| MANITOU | 54.73 | 7.25 | 12.53 | 8.45 | | 8.24 | | 7.13 | 4.50 | P |
| WHITE EARTH | 47.21 | 7.16 | 12.42 | 8.36 | | 8.08 | | 6.53 | 4.20 | DPW |
| TIOGA | 39.85 | 7.08 | 12.32 | 8.28 | | 7.53 | | 6.29 | 4.05 | DP |
| TEMPLE | 33.82 | 7.02 | 12.24 | 8.22 | | 7.40 | | 6.05 | 3.55 | P |
| RAY | 27.58 | 6.55 | 12.15 | 8.15 | | 7.27 | | 5.53 | 3.40 | DPW |
| WHEELLOCK | 22.25 | 6.49 | 12.06Pm | 8.09 | | 7.10 | | 5.44 | 3.30 | RDNPI |
| EPPING | 17.08 | 6.37 | 11.57 | 8.02 | | 6.57 | | 5.26 | 3.10 | DP |
| SPRING BROOK | 11.26 | 6.28 | 11.48 | 7.55 | | 6.45 | | 5.08 | 2.50 | PW |
| AVOCA | 5.68 | 6.19 | 11.39 | 7.48 | | 6.30 | | 4.50 | 2.30 | P |
| WILLISTON | | L 6.10Am | L 11.30Am | L 7.40Pm | | L 6.15Am | | L 4.30Am | L 2.15Pm | RDNPWY CKOXB |
| Time Over Subdivision | | 2.35 | 3.00 | 2.25 | .44 | 5.46 | .05 | 4.50 | 5.05 | |
| Average Speed Per Hour | | 46.5 | 40.1 | 49.7 | 30.8 | 20.8 | 16.8 | 24.8 | 22.6 | |

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

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | THIRD CLASS | | | SECOND CLASS | | | Distance from Wahpeton Jct. | Time Table No. 61 Effective February 8, 1948 | Telegraph Calls | Distance from Nolan | SIGNS | SECOND CLASS | | | THIRD CLASS | |
|-----------------|--------------|--------------|--------------------------|----------|----------|-----------------|-----------------|----------------|-----------------------------|---|-----------------|---------------------|-----------------|--------------------------|----------------|---------------------|-------------|-------|
| | Siding | Other Tracks | 401 | 403 | 449 | (200) 175 | 209 | 197 | | | | | | (209) 176 | 200 | 198 | 448 | 402 |
| | | | Daily | Daily | Daily | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | | | | | | Daily Ex. Sun. | Daily Ex. Sun. | Daily Ex. Sun. | Daily | Daily |
| R 8 | 109 | 32 | L 8.25 ¹⁹⁸ Pm | L 2.25Pm | L 6.50Am | | | L 5.07Am | 6.00 | 78.84 | JIX | | | A 8.51 ⁴⁰¹ Pm | A 2.57Am | A 9.15Pm | | |
| R14 | 70 | 22 | 8.40 ⁴⁰² | 2.38 | 7.03 | | | 5.20 | 12.81 | DT | 72.21 | DP | | 8.40 | 2.30 | 9.03 ⁴⁰¹ | | |
| R18 | | 18 | 8.52 | 2.50 | 7.15 | | | 5.34 | 16.00 | GB | 65.60 | DP | | 8.26 | 2.16 | 8.52 | | |
| R21 | 109 | 29 | | | | | | 5.47 | 19.20 | | | | | 8.20 | | | | |
| R28 | 70 | 34 | 9.05 | 3.02 | 7.27 | | | 5.47 | 19.20 | CX | 59.01 | DP | | 8.14 | 2.02 | 8.34 | | |
| R33 | 109 | 71 | 9.16 | 3.13 | 7.38 | | | 5.59 | 25.89 | Q | 52.82 | DP | | 8.02 | 1.50 | 8.21 | | |
| R41 | 70 | 32 | 9.29 | 3.26 | 7.51 | | | 6.15 | 33.83 | KR | 44.88 | DPW | | 7.48 | 1.38 | 8.07 | | |
| R44 | | 32 | 9.39 | 3.35 | 8.01 | | | 6.26 | 38.30 | DV | 39.91 | IDP | | 7.38 | 1.25 | 7.55 | | |
| | | | | | | | | 6.34 | 42.25 | | | | | 7.30 | | | | |
| R48 | 109 | 37 | | | | | | | 42.80 | | | | | | | | | |
| R63 | | 17 | 9.53 | 3.49 | 8.15 | | | 6.43 | 46.07 | | | | | 7.22 | 1.10 | 7.37 | | |
| | | | | | | | | 6.50 | 50.96 | | | | | 7.15 | | | | |
| R56 | 184 | 236 | 10.08 | 4.01 | 8.28 | L 200 5.30Pm | L 176 7.45Am | 6.59 | 53.98 | A | 24.25 | XP | A 209 7.42Am | A 175 5.28Pm | 7.10 | 12.55 | 7.20 | |
| | | | A 10.10Pm | A 4.03Pm | A 8.30Am | A 5.31Pm | 7.46 | A 7.01Am | 54.29 | | | | L 7.40Am | 5.15 | L 7.05Pm | 12.50 | 7.15 | |
| T 1 | 89 | 19 | | | | | | 8.01 | 64.88 | | | | | 4.55 | 12.31 | 6.48 | | |
| T 7 | 107 | 26 | | | | | | 8.15 | 70.71 | | | | | 4.40 | 12.20 | 6.37 | | |
| FB41 | 128 | | | | | | | A 8.30Am | 78.21 | | | | | L 4.20Pm | L 12.05Am | L 6.22Pm | | |
| | | | 1.45 | 1.38 | 1.40 | .01 | .45 | 1.54 | | | | | | .02 | 1.00 | 1.46 | | |
| | | | 31.3 | 33.4 | 32.7 | 19.8 | 32.3 | 28.6 | | | | | | 9.9 | 24.2 | 31.1 | | |
| | | | | | | | | | | | | | | | 2.52 | 2.53 | | |
| | | | | | | | | | | | | | | | 29.2 | 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 Berthold | Time Table No. 61 Effective February 8, 1948 | Telegraph Calls | Distance from Crosby | SIGNS | FIRST CLASS | THIRD CLASS |
|-----------------|--------------|--------------|-------------------|------------------|------------------------|---|-----------------|----------------------|--------|------------------|------------------|
| | Siding | Other Tracks | 655 | 219 | | | | | | 220 | 656 |
| | | | Sun., Tue., Thur. | Daily Ex. Sunday | | | | | | Daily Ex. Sunday | Mon., Wed., Fri. |
| 549 | | | L 8.30Am | L 4.35Pm |  | ..... |  | 88.77 | PJCX | 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 |
| | | | | | 34.46 | ..... |  | 54.31 | J | | |
| 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 | 47.87 | ..... | 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 | 23.60 | 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 | | BRDCYX | L 4.30Am | L 6.20Am |
| | | | 7.00 12.7 | 8.25 25.9 | | | | | | 8.01 29.4 | 6.20 14.01 |
| | | | | | | Time Over Subdivision 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. 61 Effective February 8, 1948 | Telegraph Calls | Distance from Boundary Line | SIGNS |
|-----------------|--------------|--------------|-----------------------------------|---|-----------------|-----------------------------|-------|
| | Siding | Other Tracks | | | | | |
| | | | | | | | |
| | | | | | | 21.46 | YJ |
| VE 8 | 20 | | 6.86 | ..... |  | 14.60 | I |
| VE15 | 24 | | 8.01 | ..... | BE | 13.45 | D |
| VE21 | 104 | | 14.77 | ..... |  | 6.69 | |
| | | | 21.01 | ..... | NO | 0.45 | RDX |
| | | | 21.46 | ..... |  |  | J |
| | | | | Time Over Subdivision Average Speed Per Hour | | | |

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

| 10 WESTWARD | | | SEVENTH SUBDIVISION | | | | | | | EASTWARD | | | | |
|-------------|-------------|-------------|---------------------|--------------|---------------------|---------------------|------|---|---|-----------------|---------------------|---------------------|---------------------|-----|
| THIRD CLASS | | | Station Numbers | Car Capacity | | SECOND CLASS | | Distance from Casselton | Time Table No. 61 Effective February 8, 1948 | Telegraph Calls | Distance from Vance | SIGNS | SECOND CLASS | |
| 401 | 403 | 449 | | Sidings | Other Tracks | (200) 175 | 197 | | | | | | (209) 176 | 198 |
| Daily | Daily | Daily | | | Daily Ex. Sunday | Daily Ex. Sunday | | STATIONS | | | | Daily Ex. Sunday | Daily Ex. Sunday | |
| L 10.10Pm | L 4.03Pm | L 8.30Am | | | L 5.31Pm | L 7.01Am | | CASSELTON JCT. 2.91 | | 8.74 | PXYJ | A 7.40Am | A 7.05Pm | |
| | | | R59 | 29 | | | 2.91 | HOWES 3.71 | | 8.83 | | | | |
| 10.31 | 4.24 | 8.51 | R63 | 46 | s 5.43 | s 7.12 | 6.82 | AMENIA 2.12 | MY | 2.12 | DP | s 7.27 197 | s 6.48 | |
| A 10.39Pm | A 4.32Pm | A 8.59Am | F823 | 69 | A 5.50Pm | A 7.20Am | 8.74 | VANCE | | | RPYJ | L 7.20Am | L 6.40Pm | |
| .29 18.0 | .28 18.0 | .29 18.0 | | | .19 29.6 | .19 27.6 | | Time Over Subdivision Average Speed Per Hour | | | | .20 27.2 | .25 21.7 | |

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

| WESTWARD | | | EIGHTH SUBDIVISION | | | | | | | EASTWARD | | |
|-----------------|--------------|--------------|--------------------|--------------|---------------------------------|---|-----------------|-----------------------|-------------|---------------------|--------------|-------------------|
| Station Numbers | Car Capacity | | SECOND CLASS | | Distance from Stanley Line Jct. | Time Table No. 61 Effective February 8, 1948 | Telegraph Calls | Distance from Grenora | SIGNS | SECOND CLASS | | |
| | Sidings | Other Tracks | | 177 | | | | | | Daily Ex. Sunday | 178 | Daily Ex. Mon. |
| | | | | | | STATIONS | | | | | | |
| | | | | | L 7.35Pm | GRENORA LINE JCT. 6.41 | | 88.88 | PJ | | A 6.45Am | |
| VD 8 | 22 | | | f 7.55 | 6.41 | WASSAIC 5.84 | | 80.17 | | | f 6.25 | |
| VD13 | 34 | | | s 8.10 | 11.75 | LOSTWOOD 6.30 | WD | 74.83 | DP | | s 6.10 | |
| VD20 | 25 | | | s 8.30 | 18.05 | LUNDS VALLEY 6.56 | VA | 68.53 | DP | | s 5.50 | |
| VD26 | 44 | | | s 8.55 | 24.61 | POWER'S LAKE | PW | 61.97 | DP | | s 5.30 | |
| VD33 | 25 | | | s 9.15 | 31.69 | BATTLEVIEW 6.38 | BV | 54.89 | DP | | s 4.45 | |
| VD40 | 34 | | | s 9.35 | 38.07 | MCGREGOR 6.31 | GO | 48.61 | DP | | s 4.20 | |
| VD46 | 25 | | | s 9.55 | 44.38 | HAMLET 5.99 | HA | 42.20 | DP | | s 3.55 | |
| VD52 | 42 | 39 | | s 10.30 | 50.37 | WILDROSE | WR | 36.21 | DP | | s 3.30 | |
| VD59 | 25 | | | s 10.50 | 57.25 | CORINTH 7.09 | CN | 29.33 | DP | | s 2.55 | |
| VD66 | 35 | | | s 11.10 | 64.34 | ALAMO 5.50 | AG | 22.34 | DP | | s 2.35 | |
| VD71 | 27 | | | s 11.30 | 69.84 | APPAM 4.78 | AK | 16.74 | DPW | | s 2.15 | |
| VD76 | 35 | | | s 11.45 | 74.62 | ZAHL 5.64 | ZA | 11.96 | DP | | s 1.55 | |
| VD82 | 35 | | | s 12.05Am | 80.26 | HANKS | HK | 6.32 | DP | | s 1.35 | |
| VD88 | 105 | | | A 12.30Am | 88.88 | GRENORA 6.32 | GR | | RDP CYXB | | L 1.15Am | |
| | | | | 4.55 17.6 | | Time Over Subdivision Average Speed Per Hour | | | | | 5.80 15.7 | |

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

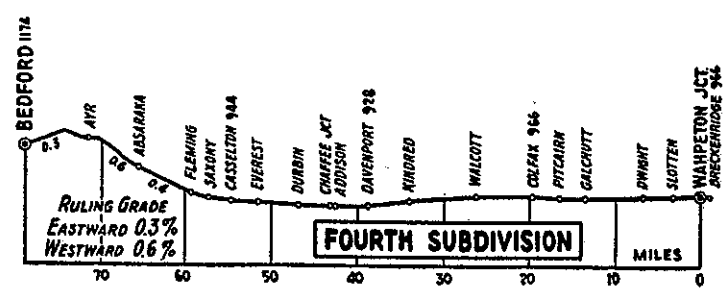
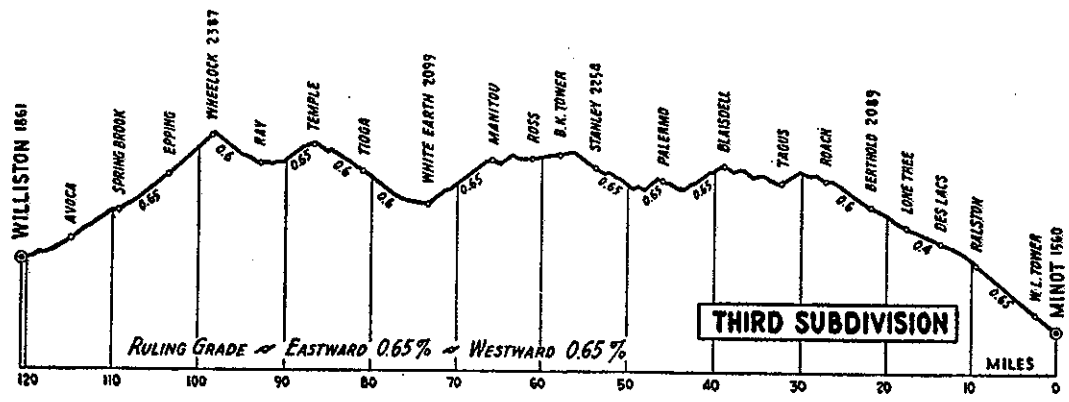
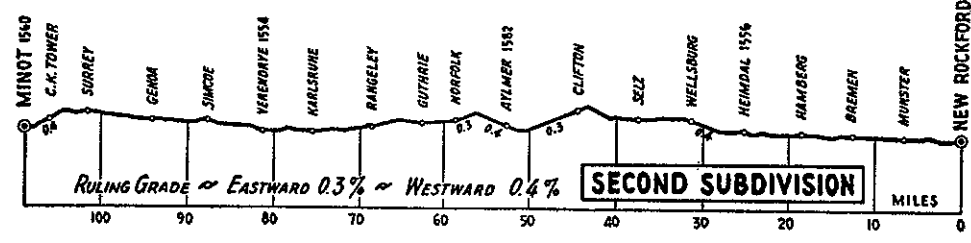
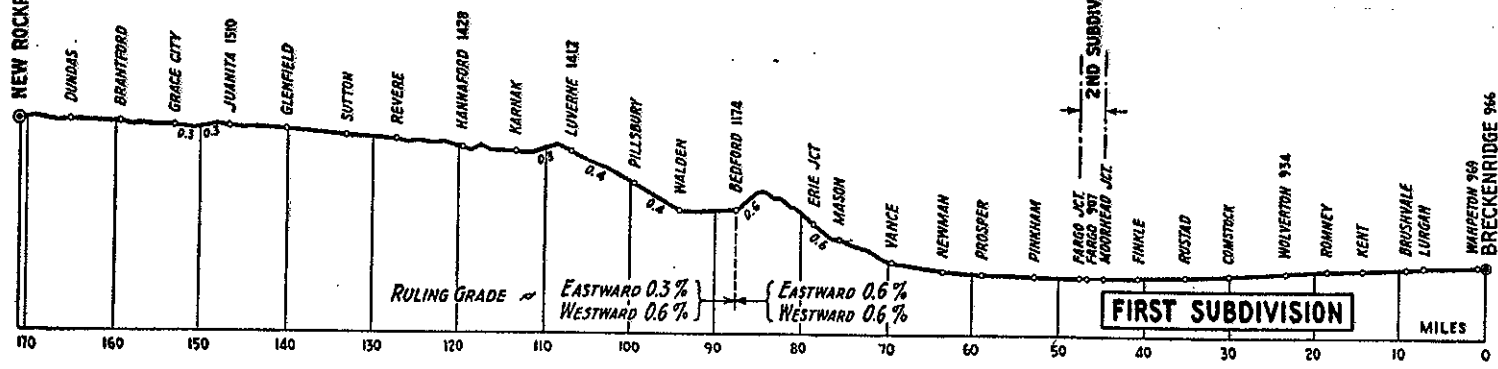
| WESTWARD | | | NINTH SUBDIVISION | | | | | | | EASTWARD | | |
|-----------------|--------------|--------------|-------------------|--|---------------------------------|---|-----------------|-----------------------|-------|----------|--|--|
| Station Numbers | Car Capacity | | | | Distance from Chaffee Line Jct. | Time Table No. 61 Effective February 8, 1948 | Telegraph Calls | Distance from Chaffee | SIGNS | | | |
| | Sidings | Other Tracks | | | | | | | | | | |
| | | | | | | STATIONS | | | | | | |
| | | | | | | CHAFFEE LINE JCT. 7.0 | | 11.5 | PJ | | | |
| R45 | 22 | | | | 7.0 | LYNCHBURG 4.5 | | 4.5 | | | | |
| R46 | 20 | | | | 11.5 | CHAFFEE | | | | | | |
| | | | | | | Time Over Subdivision Average Speed Per Hour | | | | | | |

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

Business Tracks Not Shown as Stations on Time Table

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

NEW ROCKFORD 1533



Elevation...175

MINOT DIVISION