

EXAMINING SURGEONS

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

OPHTHALMIC SURGEONS (Eye Doctors)

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

LOCAL SURGEONS

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

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

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 64

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Wednesday, June 1, 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. 64		Telegraph Calls	
	Siding	Other Tracks	401	403	449	341	199	209	197	(132) 127	11	3	27	9		1 Streamliner	Effective June 1, 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 R1	Yard	1145 108	L 8.15Pm	L 2.15Pm	L 6.40Am					L 6.01Am s 6.05		L 2.03Pm s 2.05	L 1.52Pm	L 4.35Am s 4.40	L 12.05Am	0.99 1.19 1.84 5.40	.. BRECKENRIDGE WAHPETON MILW. CROSSING WAHPETON JCT. MILW. CROSSING ..	BR WH	
			A 8.25Pm	A 2.25Pm	A 6.50Am					A 6.08Am			2.08	1.56	4.43	12.08	1.85 1.95 5.03 9.01	.. LURCAN BRUSHVALE KENT WOLVERTON ..	
P7		85										2.15	2.03	4.49	12.14	7.25	.. CONSTOCK ..	CM	
P0		19											f 4.52			9.20	.. RUSTAD ..		
P14	90	43										2.25	2.12	f 5.02	12.22	14.23	.. FINKLE ..	KN	
P23	80	82										2.39	2.24	f 5.16	12.32	23.24	.. MOORHEAD JCT. ..	WO	
P29		85										2.48	2.33	f 5.26	12.39	30.07	.. N. P. RY. CROSSING ..		
P35		30										2.55	2.39	f 5.36	12.45	35.23	.. FARGO ..		
P40		85										3.02	2.46	5.43	12.51	40.75	.. PINKHAM ..		
	120	84										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 ..	MB	
242	Yard	1310				L 8.25Am	L 7.40Am	L 7.30Am		A 9.20Pm	A 3.08Pm	A 3.15 L 3.25	A 3.00 L 3.10	A 6.00 L 6.20	A 1.01 L 1.06	46.06	.. FARGO ..	FO	
242						8.30	7.45	7.35					A 3.30Pm	3.15	A 6.23Am	1.08	.. FARGO JCT. ..	F	
FS0	68	14				s 8.43	f 7.55	f 7.45						3.21		1.14	.. PINKHAM ..		
FS12	69	28				s 8.55	f 8.08	s 7.58						3.29		1.21	.. PROSPER ..	RO	
FS17		34				s 9.05	f 8.05										.. NEWMAN ..		
FS23	69		L 10.39Pm	L 4.32Pm	L 9.26Am	s 9.20	f 8.30	A s 8.15Am						3.43		1.32	.. VANCE ..		
FS29	69	82	10.49	4.42	9.36	s 9.45	f 8.38							3.50		1.39	.. MASON ..		
S15			10.55	4.48	9.42	A 9.55Am	8.44							3.54		1.42	.. ERIE JCT. ..		
FS41	128		11.15	5.05	10.02		s 9.01							4.05		1.50	.. NOLAN ..	W	
FS47	79	23	11.27	5.15	10.12		s 9.12							4.11		1.56	.. WALDEN ..		
FS53	80	23	11.42	5.28	10.25		s 9.25							4.16		2.01	.. PILLSBURY ..		
FS60	128	34	11.54	5.50	10.42		s 9.40							4.24		2.08	.. LUVERNE ..		
FS67	70	34	12.05Am	6.10	10.52		s 9.52							4.32		2.16	.. KARNAK ..	NA	
FS73	133	26	12.32	6.42	11.05		s 10.10							4.39		2.21	.. N. P. RY. CROSSING ..	HO	
FS80		33	12.50	6.55	11.18		s 10.25							4.46		2.28	.. HANNAFORD ..		
FS88	139	33	1.01	7.04	11.27		s 10.37							4.52		2.33	.. REVERE ..	SU	
FS93		52	1.12	7.15	11.38		s 10.50							4.59		2.38	.. GLENFIELD ..	GD	
FS100	144	33	1.22	7.26	11.49		s 11.02							5.05		2.43	.. JUANITA ..	JA	
FS106		85	1.32	7.36	11.59		s 11.15							5.11		2.48	.. GRACE CITY ..	G	
FS113	140	33	1.42	7.46	12.11Pm		s 11.27							5.17		2.53	.. BRANTFORD ..	BF	
FS118	77	32	1.52	7.56	12.21		f 11.35							5.22		2.58	.. DUNDAS ..		
FS124	Yard	999	A 2.05Am	A 8.05Pm	A 12.35Pm		A 11.50Am							A 5.30Pm		A 3.06Am	170.05	.. N. P. RY. CROSSING ..	KO
			3.36 28.6	3.43 27.7	3.19 31.1	1.30 21.3	4.10 29.8	.45 30.5	.07 15.7	0.07 9.00	.10 11.2	1.27 32.9	3.38 47.0	1.48 24.6	3.01 56.7		Time Over Subdivision Average Speed Per Hour		

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. 64 Effective June 1, 1949	Distance From New Rockford	FIRST CLASS					SECOND CLASS				THIRD CLASS		SIGNS	
		(181) 128	12	4	28	10	2	342	200	210	198	402		448
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Streamliner	Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily
BRECKENRIDGE .. 170.95			A 5.25Pm	A 8.37Pm	A 12.38Am	A 3.02Am					A 11.00Pm	A 9.25Pm	A 3.10Am	RDNXWC EOYTB
.. WAHPETON .. 169.98			s 5.21		s 12.27						s 10.52			PKD
.. MILW. CROSSING .. 169.76														I
.. WAHPETON JCT. .. 169.11				5.18	8.31	12.22	⁴⁴⁸ 2.56				L 10.46Pm	L 9.15Pm	L 2.57Am	PJXI
.. MILW. CROSSING .. 165.65														I
.. LURGAN .. 163.70				5.12	8.24	¹ 12.14Am	2.50							P
.. BRUSHVALE .. 161.75						f 11.57								
.. KENT .. 156.72				5.02	8.14	f 11.48	2.43							DP
.. WOLVERTON .. 147.71				4.49	8.02	f 11.35	2.33							DP
.. COMSTOCK .. 140.88				4.39	7.52	f 11.24	2.26							DP
.. RUSTAD .. 135.72				4.32	7.45	f 11.16	2.20							DP
.. FINKLE .. 130.20				4.25	7.38	f 11.07	2.14							P
.. MOORHEAD JCT. .. 128.16		A 9.06Am		4.17	7.32	10.57	2.09							IBDNF XYJ
.. N. P. RY. CROSSING .. 128.08														I
.. MOORHEAD .. 125.34	A 6.40Am	s 9.04	s 4.13	s 7.30	s 10.55	2.07								DNPKR
.. FARGO .. 124.29	L 6.35Am	L 9.00Am	L 4.05 A 3.55	L 7.20 A 7.05	L 10.45 A 10.25	L 2.04 A 1.59		²⁷⁻¹¹ A 3.05Pm	A 7.00Pm	¹²⁷ A 9.10Pm				WXBDN IKR
.. FARGO JCT. .. 123.26			L 3.50Pm	7.01	L 10.20Pm	1.56		3.00	6.50	9.05				BCDNK ORWXY
.. PINKHAM .. 118.04				6.54		1.50		s 2.45	f 6.30	f 8.55				P
.. PROSPER .. 111.87				6.46		1.43		s 2.32	f 6.15	s 8.44				DP
.. NEWMAN .. 107.03								s 2.15	f 8.35					
.. VANCE .. 101.40					6.33		1.32	s 2.00	L 5.50Pm	s 8.25				YFJ
.. MASON .. 95.38					6.25		1.21	s 1.45		f 8.11				WP
.. ERIE JCT. .. 92.35					6.21		1.17	L 1.35Pm		8.05				PJ
.. NOLAN .. 83.64					6.11		1.07		A s 4.20Pm	L 7.45Pm		A 6.22Pm	A 12.05Am	IDNWX
.. WALDEN .. 76.85					6.04		1.00		s ²⁷ 4.11			6.12	⁴⁰¹ 11.52	P
.. PILLSBURY .. 71.49					5.58		12.54		s 3.51			6.03	⁴⁰¹ 11.42	DP
.. LUVERNE .. 64.10					⁴⁰²⁻⁴⁰³ 5.50		12.46		s 3.30			⁴⁰³⁻²⁸ 5.50	11.31	DP
.. KARNAK .. 67.74					5.42		12.37		s 3.10			5.30	11.20	DP
.. N. P. RY. CROSSING .. 51.35					s 5.35		⁴⁰¹ 12.32		s 2.55			5.20	11.01	IDNPW
.. HANNAFORD .. 49.95					5.25		12.26		s 2.30			5.03	10.47	P
.. REVERE .. 37.95					5.19		12.21		s 2.20			²⁷ 4.52	10.39	DP
.. SUTTON .. 30.98					5.12		12.15		s 2.00			4.25	10.28	DP
.. GLENFIELD .. 24.42					²⁷ 5.05		12.09		s 1.40			4.10	10.17	DP
.. JUANITA .. 17.98					4.54		12.03Am		s 1.25			3.56	10.06	DP
.. GRACE CITY .. 11.69					4.46		11.57		s 1.10			3.43	9.55	DP
.. BRANTFORD .. 5.84					4.38		11.53		f 12.55			3.30	9.45	P
.. DUNDAS .. 5.84					4.38		11.53		f 12.55			3.30	9.45	P
.. N. P. RY. CROSSING .. 5.34					L 4.30Pm		L 11.48Pm		L ⁴⁴⁹ 12.40Pm			L 3.15Pm	L 9.30Pm	RDNPKB IWXO
.. NEW ROCKFORD .. 5.34					L 4.30Pm		L 11.48Pm		L ⁴⁴⁹ 12.40Pm			L 3.15Pm	L 9.30Pm	RDNPKB IWXO
Time Over Subdivision	.05	0.6	1.35	4.07	2.18	3.14	1.30	4.50	1.25	.14		3.16	2.48	
Average Speed Per Hour	12.4	18.7	30.1	41.5	26.6	52.9	21.3	22.0	28.8	7.9		25.0	30.4	

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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 64		Telegraph Calls
	Stations	Other Trains	403	449	401		199	3	27	9	1		Effective June 1, 1949	STATIONS	
			Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	Daily				
FS124	Yard	999	L 8.15Pm	L 12.53Pm	L 2.25Am		L 1.00Pm		L 5.33Pm		L 3.06Am			NEW ROCKFORD	KO
FS121	79	28	8.30	1.07	2.38		1.15		5.40		3.13	6.90		MUNSTER	
FS127	141	25	8.45	1.18	2.50		1.32		5.45		3.18	12.49		BREMEN	BN
FS148	88	31	8.55	1.28	3.23		1.48		5.51		3.23	18.00		HAMBERG	MA
FS149	141	31	9.05	1.38	3.37		2.05		5.58		3.28	28.01		HEIMDAL	HD
FS155	141	33	9.15	1.48	3.50		2.25		6.04		3.33	31.11		WELLSBURG	WX
FS192	141	33	9.25	1.58	4.01		2.45		6.10		3.38	37.43		SELZ	Z
FS199	W 103	25	9.38	2.13	4.15		3.05		6.17		3.46	44.46		CLIFTON	
FS177	E 88	34	9.51	2.26	4.30		3.28		6.26		3.55	52.74		AYLMER	MR
FS183		28	10.01	2.36	4.40		3.38		6.32		4.00	58.62		M. St. P. & S. M. Ry. Crossing	
FS187	153	34	10.07	2.42	4.46		3.49		6.36		4.03	62.49		NORFOLK	
FS193		41	10.15	2.50	4.56		4.02		6.41		4.08	68.45		GUTHRIE	
FS200	84	38	10.42	3.05	5.06		4.22		6.48		4.13	75.81		RANGELEY	
FS205	144	28	10.55	3.21	5.16		4.45		6.54		4.18	81.17		KARLSRUHE	KA
FS212	79	33	11.05	3.35	5.26		5.05		7.01		4.23	87.59		VERENDRYE	RY
FS218	87	25	11.15	3.50	5.36		5.25		7.06		4.28	94.00		SIMCOE	MO
519			11.30	4.10	5.50		5.50	L 10.30Pm	7.14	L 3.23Pm	4.36	101.58		GENOA	
523		218	11.37	4.20	5.59		6.02	10.36	7.19	3.29	4.40	105.87		SURREY	SR
526	Yard	2180	A 11.50Pm	A 4.30Pm	A 6.10Am		A 6.30Pm	A 10.45Pm	A 7.25Pm	A 3.35Pm	A 4.50Am	108.81		C. K. SWITCH	AD
			3.35 30.4	3.37 30.0	3.48 29.0		5.30 19.7	.18 28.9	1.52 58.2	.12 36.3	1.44 62.8				
												Time Over Subdivision Average Speed Per Hour			

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 64

Effective June 1, 1949

STATIONS	Distance from Miles	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	10	28	2	200			402	448	
		Daily	Daily	Daily	Streamliner Daily	Daily Ex. Sunday			Daily	Daily	
NEW ROCKFORD.....	108.81			A 4.25Pm	A 11.48Pm	A 11.05Am			A 2.55Pm	A 9.10Pm	IRDNFB KWKO
6.80 MUNSTER.....	102.01			4.15	11.41	10.45			2.40	8.55	Y
5.69 BREMEN.....	96.32			4.09	11.36	10.32			2.30	8.45	DP
6.11 HAMBERG.....	90.21			4.03	11.31	10.14			2.18	8.35	DP
6.41 HEINDAL.....	83.80			3.57	11.26	9.56			2.05	8.25	DPW
8.10 WELLSBURG.....	77.70			3.51	11.21	9.38			1.48	8.15	DP
6.22 SELZ.....	71.38			3.45	11.16	9.20			1.28	8.05	DP
7.03 CLIFTON.....	64.35			3.37	11.09	9.01			1.12	7.51	P
8.28 AYLMER.....	56.07			3.28	11.01	8.45			1.05	7.35	DNPW
5.88 M. St. P. & S. S. M. Ry. Crossing											
NORFOLK.....	50.19			3.22	10.56	8.13			12.30	7.20	I P
8.87 GUTHRIE.....	46.32			3.18	10.53	8.05			12.23	7.14	DP
5.96 RANGELEY.....	40.36			3.12	10.48	7.48			12.11Pm	7.02	P
6.86 KARLSRUHE.....	33.50			3.05	10.42	7.37			11.59	6.48	DP
5.90 VERENDRYE.....	27.64			2.59	10.37	7.20			11.48	6.30	DPW
6.42 SIMCOE.....	21.22			2.52	10.31	7.03			11.37	6.17	DP
6.41 GENOA.....	14.81			2.45	10.26	6.47			11.25	6.04	P
7.38 SURREY.....	7.23	A 9.05Am	A 1.45Pm	2.37	10.20	6.35			11.10	5.50	RDNPLU
(M. D. Jct.)											
4.89 C. K. SWITCH.....	2.84	L 8.59Am	L 1.35Pm	2.30	10.15	6.20			10.50	5.30	FXI IRDNFB OKORBY
2.94 MINOT.....		L 8.55Am	L 1.30Pm	L 2.25Pm	L 10.10Pm	L 6.15Am			L 10.40Am	L 5.20Pm	
Time Over Subdivision		.10	.18	2.00	1.88	4.80			4.15	8.00	
Average Speed Per Hour		43.3	28.9	54.4	66.6	22.5			25.6	28.3	

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

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

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

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

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

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS			Distances from Minot	Time Table No. 64		Telegraph Calls
	Siding	Other Trains	417	449	401	403	9	219	(178) 179	3	27	1		STATIONS	AD	
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Daily Streamliner				
526	Yard	2180	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	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		
			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	f 4.29	4.05		11.08	7.51	5.08	9.24	GASSMAN SWITCH		
538		80	8.16	¹⁰ 11.15	9.27	2.40	s 4.37	s 4.13		11.15	7.57	5.14	13.47	RALSTON	DB	
544		27	8.25	11.30	9.40	2.50	s 4.45	s 4.20		11.21	8.03	5.19	17.59	DES LACS		
														LONE TREE		
540	E99 W141	179	8.34	11.42	9.53	3.01	s 5.01	s 4.30		11.27	8.08	5.23	22.88			
								A 4.35Pm					22.50	BERTHOLD	BD	
552		74	8.43	11.55	10.05	3.10	f 5.09			11.33	8.14	5.28	27.01	CROSBY LINE JCT.		
558		15	8.52	12.08Pm	¹⁰ 10.18	3.20	s 5.17			11.40	8.21	5.34	32.05	ROACH	Q	
568		16	9.16	12.25	10.30	3.33	s 5.28			11.48	8.28	5.41	38.87	TAGUS		
572		22	9.35	12.40	10.43	3.45	s 5.40			11.57	8.35	5.49	46.85	BLAISDELL		
													46.85	PALERMO		
													52.20			
580	W280 E130	118	9.50	²⁸ 1.03	11.05	4.10	s 6.01		L 6.45Am				53.70	GRENORA LINE JUNCTION	SY	
587	Contiguous Auto. Bik. Sigs. 90	24	10.05	1.20	11.20	4.25	s 6.15		A 6.55Am	s 12.10Am	8.43	5.58	61.08	STANLEY	VR	
592		10	10.13	1.32	11.33	4.35	f 6.24			12.22	8.50	6.06	68.89	ROSS		
										12.29	8.59	6.11	68.89	MANITOU		
599	E104 W104	26	10.25	1.50	11.48	4.50	s 6.39			12.40	9.10	6.20	78.11	WHITE EARTH	WH	
609		22	10.40	2.10	12.03Pm	5.05	s 6.55			12.51	9.20	6.29	80.97	TIOGA	G	
614		17	10.50	2.25	²⁸ 12.19	5.15	s 7.07			12.59	9.28	6.35	86.50	TEMPLE		
617	E112 W69	42	11.01	2.40	12.36	5.27	s 7.22			1.08	9.37	6.42	92.74	RAY	RA	
625		28	11.12	2.55	12.48	5.38	s 7.34			1.16	9.45	6.49	98.07	WHEELOCK	W	
													98.07			
631		22	11.21	3.04	12.57	5.48	s 7.46			1.24	9.53	6.56	108.24	EPPING	PG	
633		17	11.30	3.13	1.06	5.58	s 7.59			1.32	10.01	7.03	108.08	SPRING BROOK		
641			11.39	3.22	1.14	6.07	f 8.12			1.40	10.08	7.10	114.64	AVOCA		
647	Yard	1898	A 11.55Pm	A 3.35Pm	A 1.25Pm	A 6.20Am	A 8.30Pm			A 1.50Am	A 10.20Pm	A 7.20Am	120.32	WILLISTON	WN	
			4.15	5.10	4.45	4.19	4.20	.50	.10	8.00	2.45	2.25				
			28.3	23.1	25.8	27.8	27.1	27.1	8.4	40.1	43.7	49.7				
													Time Over Subdivision Average Speed Per Hour			

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

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

CLEARING OF STREAMLINERS

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

The time of No. 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. 64

Effective June 1, 1949

STATIONS	Distance from Williston	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2 Streamliner	220	10	(177) 180	448	402	
		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
MINOT	120.32	A 8.45Am	A 2.15Pm	A 10.05Pm	A 8.15Am	A 12.01Pm		A 9.20Am	A 7.20Pm	IRDNFWY CKOXB
M. St. P. & S. S. M. Ry. Crossing										
W. L. SWITCH	116.01	8.38	2.05	9.57	8.02	11.37		9.07	7.05	IP
GASSMAN SWITCH	116.38	8.37	2.04	9.56	8.01	11.35		9.05	7.03	IP
RALSTON	111.08	8.31	1.57	9.51	7.54	11.28		8.57	6.55	P
DES LACS	106.85	8.25	1.51	9.46	7.47	11.15		8.49	6.45	IRDNFWY
LONE TREE	102.73	8.20	1.46	9.41	7.40	11.00		8.42	6.35	P
BERTHOLD	97.99	8.15	1.40	9.36	7.33	10.50		8.35	6.25	IRDNFWY K
CROSBY-LINE JCT.	97.78				L 7.31Am					JPK
ROACH	93.81	8.10	1.34	9.31		10.28		8.27	6.15	P
TAGUS	88.27	8.04	1.28	9.25		10.18		8.19	6.05	DP
BLAISDELL	81.45	7.57	1.20	9.16		10.00		8.08	5.55	DP
PALERMO	74.47	7.49	1.12	9.06		9.40		7.55	5.40	DPW
GRENORA LINE JUNCTION	68.03						A 7.35Pm			PJ DNPI WYXB
STANLEY	66.62	s 7.40	s 1.03	8.58		9.20	L 7.30Pm	7.40	5.25	IDP
ROSS	59.29	7.30	12.48	8.50		8.40		7.20	5.03	P
MANITOU	54.73	7.25	12.43	8.45		8.24		7.13	4.50	DPW
WHITE EARTH	47.21	7.16	12.34	8.36		8.08		6.53	4.20	DP
TIOGA	39.35	7.08	12.25	8.28		7.53		6.29	4.05	DPW
TEMPLE	33.82	7.02	12.19	8.22		7.40		6.05	3.55	P
RAY	27.58	6.55	12.12	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	P
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	RDNFWY CKOXB
Time Over Subdivision		2.35	2.45	2.25	.44	5.46	.08	4.50	5.05	
Average Speed Per Hour		46.5	43.7	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. 64 Effective June 1, 1949	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS	
	Slidings	Other Tracks	401	403	449	(200) 175	209	197						(200) 176	200	198	448	402
			Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
			L 8.25Pm	L 2.25Pm	L 6.50Am			L 6.08Am		WAHPETON JCT.	78.21	JIX		A 10.46Pm	A 2.57Am	A 9.15Pm		
R 8	109	32	8.40 402	2.38	7.03			s 6.20	6.00	DWIGHT	DT 72.21	DP		s 10.37	2.30	9.03		
R14	70	22	8.52	2.50	7.15			s 6.33	12.61	GALCHUTT	GS 65.90	DP		s 10.27	2.16	8.52 401		
R18		18						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 59.01	DP		s 10.15	2.02	8.34		
R28	70	34	9.16	3.13	7.38			s 7.01	26.39	WALCOTT	Q 33.82	DP		s 10.04	1.50	8.21		
R30	109	71	9.29	3.26	7.51			s 7.25	38.83	KINDRED	KE 44.88	DPW		s 9.51	1.38	8.07		
R41	70	32	9.39 198	3.35	8.01			s 7.36	38.80	DAVENPORT N. P. Ry. Crossing	DV 39.91	IDP		s 9.39 401	1.25	7.55		
R44		22						s 7.44	42.28	ADDISON		P		s 9.26				
R48	109	37	9.53	3.49	8.15			s 7.53	42.60	CHAFFEE LINE JCT.		PJ						
R68		17						f 7.59	46.07	DURBIN	DU 31.14	DP		s 9.18	1.10	7.37		
									50.96	EVEREST		IDN		f 9.10				
R56	134	236	10.08	4.01	8.55 200-176	L 5.30Pm 200	L 8.45Am 176	s 8.09	53.96	CASSELTON TOWER N. P. Ry. Crossing	CT 24.47	PWX		A 4.40-209 8.42Am	A 1.17 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	
FS41	128						A 9.45Am		78.21	NOLAN	W	RID NWJ		L 4.20Pm		L 12.05Am	L 6.22Pm	
			1.45 31.3	1.38 33.4	2.07 25.6	.01 19.8	1.00 24.2	2.03 26.5		Time Over Subdivision Average Speed Per Hour				.02 9.9	1.00 24.2	1.60 28.	2.52 29.2	2.53 27.3

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

WESTWARD				FIFTH SUBDIVISION				EASTWARD			
Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Berthold	Time Table No. 64 Effective June 1, 1949	Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	THIRD CLASS
	Sidings	Other Tracks	655	219						220	656
			Mon., Wed., Fri.	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday			Tue., Thur., Sat.
649			L 8.30Am	L 4.35Pm				88.77	PJX	A 7.31Am	A 12.40Pm
VB 7	21		8.55	4.50	6.97		HN	81.80	D	7.18	12.10Pm
VB18	30	30	9.20	5.05	13.27		AU	76.50	D	7.03	11.45
VB21	35		9.45	5.20	20.54		C	68.23	D	6.48	11.20
VB28	35		10.10	5.35	27.86		K	61.21	D	6.33	10.55
VB34	36	30	10.50	5.50	34.18		NB	54.59	RDY	6.18	10.30
VB41	32	20	11.15	6.05	40.90		CA	47.87	D	6.02	10.01
VB48	32		11.40	6.20	47.57		WB	41.20	D	5.48	9.35
VB55	32	30	12.25Pm	6.40	55.10		NG	33.67	DW	5.32	9.10
VB68	32		12.55	6.55	63.13			26.64		5.19	8.40
VB66	16		1.30	7.03	65.17		KC	23.60	DYX	5.14	8.30
VB69	32		1.45	7.15	68.68		RN	20.14	D	5.08	7.55
VB72	16				71.33						
VB76	32		2.30	7.35	75.55		NX	13.23	DYX	4.54	7.30
VB81	32		2.55	7.45	81.21			7.56		4.42	6.55
VB84	10		3.10	7.51	84.47			4.80		4.37	6.40
VB89	98		A 3.30Pm	A 8.00Pm	88.77		CY		BRDYX	L 4.30Am	L 6.20Am
			7.00	3.25		Time Over Subdivision				8.01	6.20
			12.7	25.9		Average Speed Per Hour				29.4	14.01

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

WESTWARD				SIXTH SUBDIVISION				EASTWARD				
Station Numbers	Car Capacity				Distance from Northgate Line Jct.	Time Table No. 64 Effective June 1, 1949	Telegraph Calls	Distance from Boundary Line	SIGNS			
	Sidings	Other Tracks	STATIONS									
					6.36			21.46	YJ			
VE 8	20				8.01	M. St. P. & S. S. M. Ry. Crossing.		14.60	I			
VE15	24				14.77	BOWBELLS	BE	13.45	D			
VE21	104				21.01	PERELLA		6.69				
					21.01	NORTHGATE	NO	0.45	RDX			
					21.46	BOUNDARY LINE			J			
						Time Over Subdivision						
						Average Speed Per Hour						

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

WESTWARD

SEVENTH SUBDIVISION

EASTWARD

THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Casselton	Time Table No. 64 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
401	403	449		Siding	Other Tracks	(200)	197							(209)	178
Daily	Daily	Daily	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					
L 10.10pm	L 4.03pm	L 8.57am	R59	20	L 5.31pm	L 8.11am	2.91	CASSETON JCT. 2.91		8.74	PXYJ	A 8.40am	A 8.50pm		
10.31	4.24	9.18	R83	46	5.43	8.25	6.62	HOWES 3.71	MY	2.12	DP	8.25	8.33		
A 10.39pm	A 4.32pm	A 9.26am	R823	69	A 5.50pm	A 8.40am	8.74	ARMENIA 2.12			RPYJ	L 8.15am	L 8.25pm		
.29 18.0	.29 18.0	.29 18.0			.19 29.6	.29 18.0		VANCE 2.12				.25 20.9	.25 21.7		
Time Over Subdivision Average Speed Per Hour															

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

WESTWARD			Station Numbers	Car Capacity		SECOND CLASS		Distance from Stanley Line Jct.	Time Table No. 64 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Granora	SIGNS	SECOND CLASS	
				Siding	Other Tracks		177							Daily Ex. Mon.	178
VD 8	22	L 7.35pm					7.55	6.41	6.41	GRENORA LINE JCT. 6.41		86.68	PJ	A 6.45am	
VD13	24	8.10			8.10	11.76	11.76	WASSAIC 6.34		80.17		6.25			
VD20	25	8.30			8.30	18.05	18.05	LOSTWOOD 6.30	WD	74.83	DP	6.10			
VD26	44	8.55			8.55	24.61	24.61	LUNDS VALLEY 6.56	VA	63.53	DP	5.50			
VD33	25	9.15			9.15	31.69	31.69	POWER'S LAKE 7.08	PW	61.97	DP	5.30			
VD40	34	9.35			9.35	38.07	38.07	BATTLEVIEW 6.88	BV	54.89	DP	4.45			
VD46	25	9.55			9.55	44.38	44.38	MCGREGOR 6.31	GO	48.51	DP	4.20			
VD52	42	10.30			10.30	50.87	50.87	HAMLET 5.99	HA	42.20	DP	3.55			
VD59	25	10.50			10.50	57.26	57.26	WILDROSE 6.31	WR	36.21	DP	3.30			
VD66	35	11.10			11.10	64.34	64.34	CORINTH 6.88	CN	39.83	DP	2.55			
VD71	27	11.30			11.30	69.84	69.84	ALAMO 7.09	AG	22.24	DP	2.35			
VD76	35	11.45			11.45	74.02	74.02	APPAM 5.90	AK	18.74	DP	2.15			
VD82	35	12.05am			12.05am	80.26	80.26	ZAML 4.78	ZA	11.96	DP	1.55			
VD83	105	12.30am			12.30am	86.58	86.58	HANKS 5.64	HK	6.32	DP	1.35			
								GRENORA 6.32	GR		RDP YXB	L 1.15am			
Time Over Subdivision Average Speed Per Hour															

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

WESTWARD			Station Numbers	Car Capacity		Distance from Chaffee Line Jct.	Time Table No. 64 Effective June 1, 1949	STATIONS	Telegraph Calls	Distance from Chaffee	SIGNS
				Siding	Other Tracks						
R45	22	7.0					7.0	7.0	CHAFFEE LINE JCT. 7.0		11.5
R46	20	11.5			11.5	11.5	LYNCHBURG 4.5		4.5		
							CHAFFEE 4.5				
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
Ninth Subdivision			
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 with 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 Subdivision1 long

Minot Division1 long, 1 short

Minot Division siding3 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.

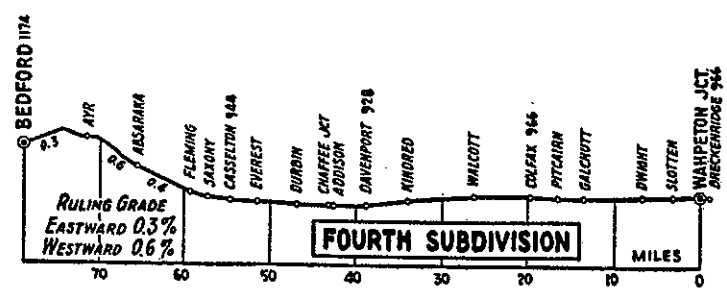
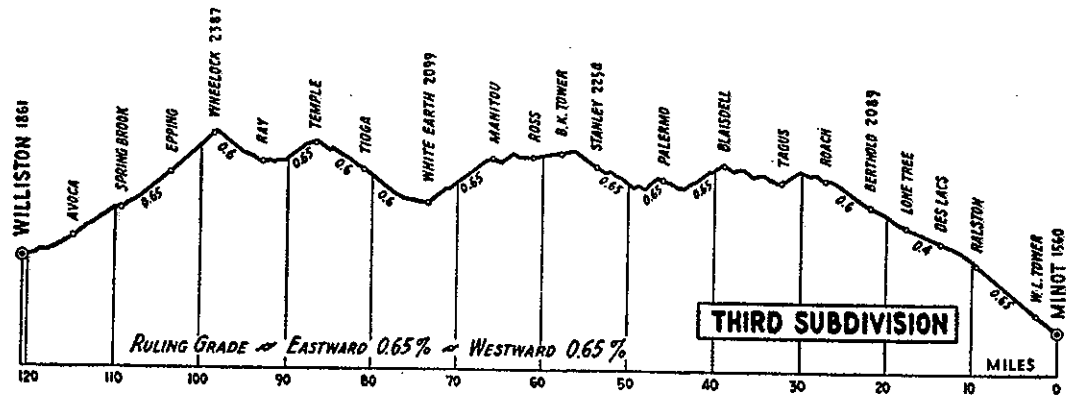
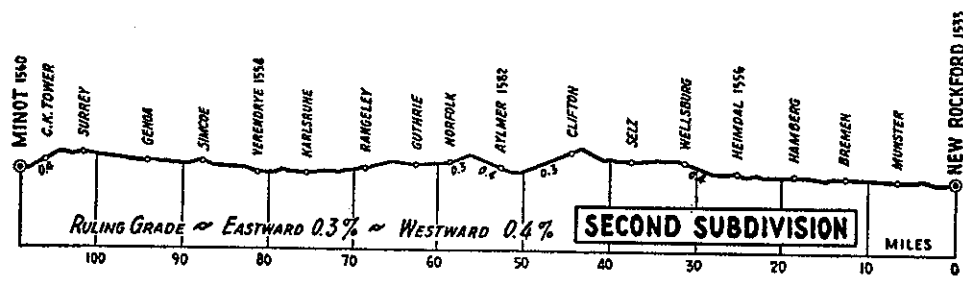
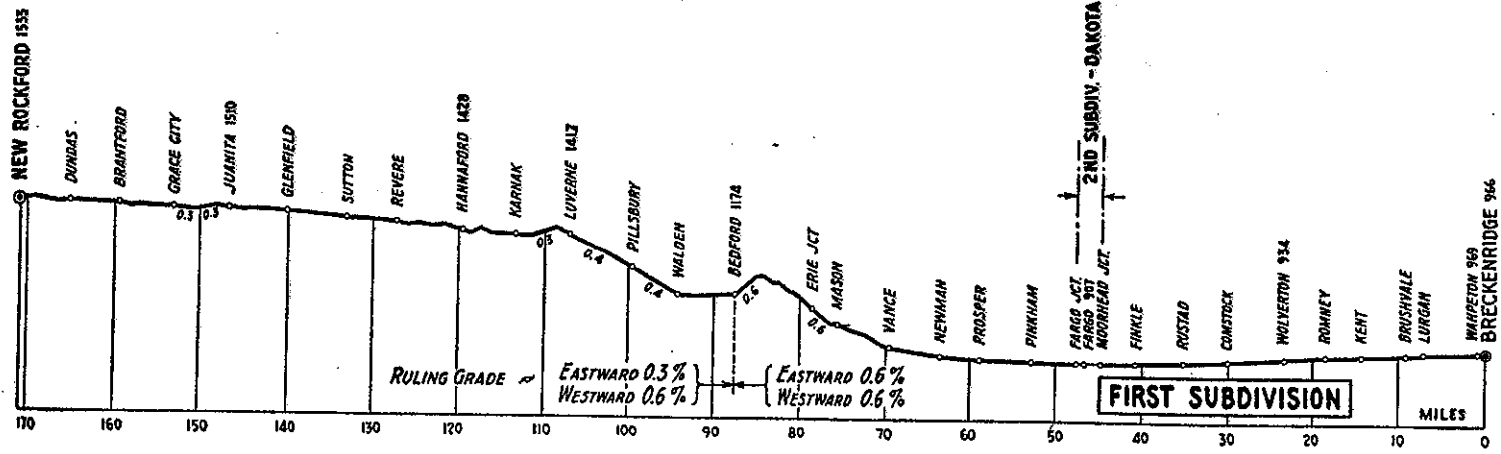
The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

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