



COMPANY SURGEONS

- Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508, House Colfax 0499, 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. Division Surgeon, Breckenridge, Minn.
- Dr. Clarence V. Bateman, Asst. Division Surgeon, Wahpeton, N. D.
- Dr. C. S. Jones, Asst. Division Surgeon, Williston, N. D.
- Dr. F. W. Ford, Asst. Division Surgeon, New Rockford, N. D.

OPHTHALMIC SURGEON

- Dr. Archibald D. McCannel, Ophthalmic Surgeon, Minot, N. D.

LOCAL SURGEONS

- Dr. C. W. JacobsonBreckenridge, Minn.
- Dr. H. W. MillerCasselton, N. D.
- Dr. George MoffattCrosby, N. D.
- Dr. E. W. HumphreyMoorhead, Minn.
- Dr. Kent E. DarrowFargo, N. D.
- Dr. P. H. BurtinFargo, N. D.
- Dr. H. J. FortinFargo, N. D.
- Dr. M. G. FlathStanley, N. D.
- Dr. J. P. CravenWilliston, N. D.
- Dr. Robert GoodmanPowers Lake, N. D.

- W. T. HIATT, Chief Dispatcher.
- R. E. STROM, Trainmaster.
- O. E. FISHER, Trainmaster.
- W. J. BARKE, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 55

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, October 27, 1946.

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

M. L. GAETZ, Superintendent.

J. M. BUDD, Asst. General Manager

C. McDONOUGH, 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. 55		Telegraph Calls
	Siding	Other Tracks	557	401	403	449	341	209	199	197	1	27	3		Effective October 27, 1946		
			Daily Ex. Sun.	Daily	Daily	Daily	Tue., Thu., Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily		STATIONS		
A214	Yard	1145		L 8.15Pm	L 2.15Pm	L 6.40Am				L 5.15Am	L 2.03Pm	L 1.27Pm	L 4.20Am		AUTOMATIC BLOCK SIGNALS	..... BRECKENRIDGE.....	BR
R1		108								s 5.19	2.05		s 4.25	0.99		..... WAHPETON.....	WH
														1.19		..... C. M. ST. P. & P. RY. CROSS.....	
				A 8.25Pm	A 2.25Pm	A 6.50Am								1.84		..... WAHPETON JCT.....	
										A 5.21Am	2.08	1.31	4.28	5.40		..... C. M. ST. P. & P. RY. CROSS.....	
P7		85									2.15	1.38	4.34	7.25		..... LURGAN.....	
P9		19											r 4.37	9.20		..... BRUSHVALE.....	
P14	90	48									2.25	1.47	r 4.48	14.28		..... KENT.....	KN
P28	89	82									2.39	1.59	r 5.04	28.24		..... WOLVERTON.....	WO
P29		85									2.48	2.08	r 5.16	30.07		..... COMSTOCK.....	CM
P85		86									2.55	2.14	r 5.28	35.33		..... RUSTAD.....	
P40		85									3.02	2.21	5.36	40.75		..... FINKLE.....	
		150								A 3.08Pm	A 2.28Pm	A 5.43Am	44.79	..... MOORHEAD JCT.....			

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

Station	Capacity	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Distance	Station	Call	
242		L	5.30Pm			L	8.30Am	L	7.05Am	L	6.35Am		L	2.50Pm	47.70	FARGO JCT.	F
FS6	68	14	5.45				s 8.43	r 7.13	r 6.48				- 2.56	52.91	PINKHAM		
FS12	60	38	6.01				s 8.55	s 7.24	r 7.01				3.04	59.08	PROSPER	RO	
FS17		34	6.10				s 9.05	s 7.29						68.82	NEWMAN		
FS28	69		A 6.22Pm	L 10.39Pm	L 4.32Pm	L 8.59Am	s 9.20	A 7.45Am	r 7.17				3.18	69.55	VANCE		
FS29	69	82		10.49	4.42	9.09	s 9.45		r 7.29				3.25	75.87	MASON		
S15				10.55	4.48	9.15	A 9.55Am		7.34				3.29	78.60	ERIE JCT.		
FS41	128			11.15	5.05	9.35			s 8.15				3.40	87.41	NOLAN	W	
FS47	70	28		11.27	5.15	9.45			s 8.25				3.46	94.10	WALDEN		
FS58	80	28		11.42	5.28	9.58			s 8.40				3.51	99.46	PILLSBURY	BX	
FS60	128	84		12.01Am	5.45	10.15			s 9.01				3.59	108.85	LIVERNE	NE	
FS67	70	34		12.13	5.56	10.27			s 9.15				4.07	113.21	KARNAK		
FS78	133	26		12.25	6.08	10.45			s 9.45				4.14	119.80	N. P. RY. CROSSING	HO	
FS80		33		12.38	6.21	10.59			s 9.59				4.21	127.02	REVERE		
FS86	139	83		12.48	6.30	11.08			s 10.15				4.27	133.00	SUTTON	SU	
FS98		52		12.59	6.41	11.19			s 10.35				4.34	139.97	GLENFIELD	GD	
FS100	144	33		1.10	6.52	11.30			s 10.55				4.40	145.53	JUANITA	JA	
FS106		35		1.20	7.02	11.40			s 11.15				4.46	152.97	GRACE CITY	G	
FS113	140	33		1.30	7.12	11.50			s 11.35				4.52	159.36	BRANTFORD	BF	
FS118	77	32		1.40	7.22	11.59			r 11.50				4.57	165.11	DUNDAS		
FS124	Yard	909		A 1.55Am	A 7.35Pm	A 12.15Pm			A 12.05Pm				A 5.06Pm	170.95	N. P. RY. CROSSING NEW ROCKFORD	KO	

Westward trains are superior to eastward trains of the same class, except that a proceed indication displayed on eastward home signal at Wahpeton Jct. confers superiority to eastward trains over westward trains regardless of class. First class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

Time Over Subdivision
Average Speed Per Hour

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 55

Effective October 27, 1946.

STATIONS	Distances from New Rockford	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS
		2	28	4		342	200	210	198	402	448	
		Daily	Daily	Daily		Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
BRECKENRIDGE.....	170.95	A 4.30Pm	A 12.50Am	A 1.10Am				A 9.00Pm	A 9.25Pm	A 2.55Am		RDNXWC KOYIB
WAHPETON.....	169.98	4.23		12.57				8.53				PXD
C. M. ST. P. & P. RY. CROSS.	169.76											I
WAHPETON JCT.....	169.11	4.20	12.43	12.54				L 8.51Pm	L 9.15Pm	L 2.45Am		PJXI
C. M. ST. P. & P. RY. CROSS.	165.55											I
LURGAN.....	163.70	4.12	12.36	12.47								P
BRUSHVALE.....	161.75											
KENT.....	156.73	4.02	12.25	12.38								DP
WOLVERTON.....	147.71	3.49	12.11	12.25								DP
COMSTOCK.....	140.88	3.38	12.01Am	12.15								DP
RUSTAD.....	135.72	3.28	11.53	12.06Am								DP
FINKLE.....	130.20	3.18	11.45	11.58								P
MOORHEAD JCT.....	126.16	L 3.08Pm	L 11.37Pm	L 11.52Pm								IRDNP YXJ

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

FARGO JCT.....	128.25	A 2.50Pm	A 11.05Pm		A 3.25Pm	A 6.50Pm	A 7.20Pm					DKRPC WYXB
PINKHAM.....	118.04	2.41	10.55		2.56	6.20	7.10					P
PROSPER.....	111.87	2.32	10.43		2.32	6.01	6.59					DP
NEWMAN.....	107.03				2.15	6.50						
VANCE.....	101.40	2.18	10.23		2.00	5.15	L 6.40Pm					YPJ
MASON.....	95.33	2.10	10.14		1.45	4.42						WP
ERIE JCT.....	92.35	2.05	10.10		L 1.35Pm	4.32						PJ
NOLAN.....	83.54	1.55	9.57			4.20		A 6.22Pm	A 12.05Am			IDNWJ
WALDEN.....	76.83	1.48	9.49			4.05		6.09	11.52			P
PILLSBURY.....	71.49	1.43	9.42			3.51		5.59	11.42			DP
LUVERNE.....	64.10	1.34	9.32			3.30		5.45	11.31			DP
KARNAK.....	57.74	1.24	9.23			3.10		5.18	11.20			DP
N. P. RY. CROSSING.....	51.35	1.17	9.14			2.55		4.58	11.01			IDNFW
HANNAFORD.....	48.93	1.07	9.03			2.30		4.40	10.47			P
REVERE.....	37.95	1.02	8.55			2.20		4.27	10.39			DP
GLENFIELD.....	30.98	12.55	8.45			2.00		4.13	10.28			DP
JUANITA.....	24.42	12.48	8.36			1.40		4.02	10.17			DP
GRACE CITY.....	17.98	12.42	8.27			1.25		3.51	10.06			DP
BRANTFORD.....	11.59	12.36	8.18			1.10		3.40	9.55			DP
DUNDAS.....	5.84	12.30	8.10			12.55		3.30	9.45			P
N. P. RY. CROSSING.....		L 12.22Pm	L 8.00Pm			L 12.40Pm		L 3.15Pm	L 9.30Pm			RDNPB IWXO
NEW ROCKFORD.....												
Time Over Subdivision		4.08	4.50	1.18	1.50	6.10	40	.09	3.16	2.45		
Average Speed Per Hour		41.3	35.3	34.4	16.8	19.9	32.7	8.1	25.9	30.8		

Westward trains are superior to eastward trains of the same class, except that a proceed indication displayed on eastward home signal at Wahpeton Jct. confers superiority to eastward trains over westward trains regardless of class. First class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

Train No. 2 will stop at Hannaford on flag to pick up revenue passengers destined Twin Cities or beyond.

Train No. 28 will stop at Wahpeton on Monday to pick up U. S. Mail.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from New Rockford	Time Table No. 55		Telegraph Calls
	Siding	Other Tracks	403	449	401	199	1	27	3		Effective October 27, 1946		
			Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily		Daily	STATIONS	
FS124	Yard	999	L 8.01 ²⁸ Pm	L 12.53Pm	L 2.30Am	L 1.00Pm	L 5.09Pm			6.80	NEW ROCKFORD	KO	
FS181	79	28	8.14	1.07	2.45	1.15	5.18			12.49	MUNSTER	BN	
FS187	141	35	8.25	1.18	2.56	1.32	5.25			18.60	BREMEN	MA	
FS148	88	31	8.35 ⁴⁴⁸	1.28	3.06	1.48	5.32			25.01	HAMBERG	HD	
FS149	141	31	8.45	1.38	3.16	2.05 ⁴⁰²	5.39				HEIMDAL		
FS155	141	38	8.55	1.48 ⁴⁰²	3.26	2.25	5.46			31.11	WELLSBURG	WX	
FS162	141	38	9.05	1.58	3.36	2.45	5.52			37.48	SELZ	Z	
FS169		25	9.20	2.13	3.51	3.05	5.59			44.46	CLIFTON		
FS177	W 103 E 88	84	9.35	2.28	4.06	3.35	6.07			52.74	AYLMER	MR	
FS183		38	9.45	2.38	4.16	3.45				58.62	M. St. P. & S. S. W. Ry. Crossing NORFOLK		
FS187	153	34	9.51	2.44	4.22	3.55	6.18 ²⁸			62.49	GUTHRIE		
FS193		41	10.01	2.54	4.32	4.05	6.24			68.45	RANGLEY		
FS200	84	33	10.12	3.05	4.42	4.22	6.31			75.31	KARLSRUHE	BA	
FS205	141	28	10.21	3.15	4.52	4.45	6.37 ⁴⁴⁸			81.17	VERENDRYE	RY	
FS212	70	33	10.31	3.25	5.02	5.05	6.44			87.59	SIMCOE	MO	
FS218	87	25	10.41	3.35	5.12	5.33 ²⁸	6.50			94.00	GENOA		
519			10.55	3.50	5.27	5.50 ⁴⁴⁸	L 10.30Pm	6.58	L 3.05Pm	101.58	SURREY (M. D. Jct.)	SR	
523		213	11.05	3.59	5.37	6.02	10.36	7.03	3.11	108.97	C. K. SWITCH		
526	Yard	2121	A 11.15Pm	A 4.10Pm	A 5.50Am	A 6.30Pm	A 10.45Pm	A 7.10Pm	A 3.20Pm	108.81	MINOT	AD	
			8.14 38.6	8.17 33.1	8.20 33.6	5.80 19.7	.15 28.9	2.01 53.9	.15 23.9		Time Over Subdivision Average Speed Per Hour		

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

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 55

Effective October 27, 1946

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		2	4	28		200			402	448	
		Daily	Daily	Daily		Daily Ex. Sunday			Daily	Daily	
NEW ROCKFORD	108.81	A 12.17Pm		A 7 ⁴⁰³ 55Pm		A 11.05Am			A 2.55Pm	A 9.10Pm	IRDNPB KWXO
MUNSTER	102.01	12.09		7.41		10.45			2.40	8.55	P
BREMEN	98.32	12.03Pm		7.32		10.32			2.30	8.45	DP
HAMBERG	90.21	11.57		7.23		10.14			2.18	8 ⁴⁰³ .35	DP
HEIMDAL	88.80	11.51		7.13		9.56			2 ¹⁸⁰ .05	8.25	DPW
WELLSBURG	77.70	11.45		7.04		9.38			1 ⁴⁴⁹ .48	8.15	DP
SELZ	71.88	11.39		6.55		9.20			1.28	8.05	DP
CLIFTON	64.35	11.32		6.45		9.01			1.12	7.51	P
AYLMER	58.07	11.23		6.33		8.45			1.25	7.35	DNPW
M. St. P. & S. S. M. Ry. Crossing											
NORFOLK	50.19					8.13			12.30	7.20	I P
GUTHRIE	46.32	11.14		6 ²⁷ .18		8.05			12.23	7.14	DP
RANGELEY	40.86	11.08		6.08		7.48			12.11Pm	7.02	P
KARLSRUHE	33.50	11.01		5.59		7.37			11.59	6.50	DP
VERENDRYE	27.64	10.55		5.51		7.20			11.48	6 ²⁷ .37	DPW
SIMCOE	21.22	10.49		5.42		7.03			11.37	6.17	DP
GENOA	14.81	10.43		5 ¹⁹⁹ .33		6.47			11.25	6.04	P
SURREY (M. D. Jet.)	7.23	10.35	A 2.15Pm	5.23		6.35			11.10	5 ¹⁹⁹ .50	RDNPLI
C. K. SWITCH	2.84	10.25	2.05	5.15		6.20			10.50	5.30	PXI
MINOT		L 10.20Am	L 2.00Pm	L 5.10Pm		L 6.15Am			L 10.40Am	L 5.20Pm	IRDNPW CROXBY
Time Over Subdivision		1.57	15	2.45		4.60			4.15	3.50	
Average Speed Per Hour		55.3	28.9	38.5		22.5			25.6	28.3	

AUTOMATIC LOCK SIGNALS

DOUBLE TRACK

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

6 WESTWARD

THIRD SUBDIVISION

Time Table No. 55
Effective October 27, 1946

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS		Distance from Minot	STATIONS	Telegraph Calls
	Sidings	Other Tracks	417	449	401	403	3	219	(178) 179	1	27			
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily			
526	Yard	2121	L 7.25Pm	L 10.25Am	L 7.20Am	L 2.01Am	L 4.00Pm	L 3.40Pm	L 10.50Pm	L 7.20Pm			MINOT N. St. P. & S. S. M. Ry. Crossing } W. L. SWITCH } GASSMAN SWITCH } RALSTON } DES LACS } LONE TREE } BERTHOLD } CROSBY LINE JCT. } ROACH } TAGUS } BLAISDELL } PALERMO } GRENORA LINE JUNCTION } STANLEY } ROSS } MANITOU } WHITE EARTH } TOGA } TEMPLE } RAY } WHELOCK } EPPING } SPRING BROOK } AVOCA } WILLISTON }	AD
			7.40	10.40	7.35	2.15	4.11	3.50	11.01	7.29	4.31			
			7.42	10.42	7.37	2.17	4.12	3.51	11.02	7.30	4.04			
536		14	7.52	11.01	7.52	2.30	4.19	4.05	11.08	7.36	9.24			
538		80	8.05	11.15	8.07	2.40	4.27	4.13	11.15	7.42	13.47			
544	80	27	8.15	11.30	8.20	2.50	4.37	4.20	11.21	7.48	17.69			
549	E99 W141	179	8.25	11.42	8.33	3.01	4.55	4.30	11.27	7.53	22.88			
								A 4.35Pm			22.89			
552	74		8.35	11.55	8.46	3.10	5.05		11.33	7.59	27.01			
558	150	15	8.45	12.08Pm	8.58	3.20	5.16		11.40	8.06	32.06			
565	145	16	8.58	12.25	9.15	3.33	5.28		11.48	8.14	38.87			
572	140	22	9.10	12.40	9.28	3.45	5.40		11.57	8.22	45.85			
									L 6.45Am		52.29			
580	E180 W260	118	9.30	1.01	9.50	4.10	6.10		A 6.55Am	12.10Am	8.32	58.70		
587		24	9.45	1.15	10.06	4.25	6.25			12.22	8.42	61.03		
592		90	9.55	1.25	10.20	4.35	6.35			12.29	8.48	65.69		
599	E104 W104	25	10.10	1.40	10.40	4.50	6.53			12.40	8.58	72.11		
609	109	22	10.25	2.01	11.01	5.05	7.15			12.51	9.07	80.97		
614	80	17	10.35	2.15	11.17	5.15	7.27			12.59	9.14	86.60		
617	E112 W69	42	10.47	2.27	11.32	5.27	7.50			1.08	9.21	92.74		
625	96	26	10.59	2.40	11.47	5.40	8.07			1.16	9.28	98.07		
631		22	11.08	2.50	11.59	5.49	8.20			1.24	9.35	102.24		
633	82	17	11.17	2.59	12.10Pm	5.58	8.33			1.32	9.43	109.06		
641			11.26	3.09	12.20	6.07	8.43			1.40	9.50	114.64		
647	Yard	1693	A 11.40Pm	A 3.25Pm	A 12.40Pm	A 6.20Am	A 9.00Pm		A 1.50Am	A 10.00Pm	120.32			
			4.15	5.00	5.20	4.19	5.00	.55	3.00	2.40				
			28.3	24.0	22.5	27.8	24.0	24.6	40.1	45.1				

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

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 55

Effective October 27, 1948

STATIONS	Distance from Williston	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		2	28			220	4	(177) 180	448	402	
		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
MINOT M. St. P. & S. M. Ry. Crossing 4.31	120.32	A 10.10Am	A 5.00Pm			A 9.45Am	A 12.30Pm		A 9.20Am	A 7.20Pm	IRDNPWY CKOXB
W. L. SWITCH 0.63	118.01	10.02	4.54			9.32	12.07		9.07	7.05	IP
GASSMAN SWITCH 4.30	115.38	10.01	4.53			9.30	12.05Pm		9.05	7.03	IP
RALSTON 4.13	111.08	9.55	4.47			9.24	11.58		8.57	6.55	P
DES LACS 4.12	108.85	9.49	4.42			9.17	11.45		8.49	6.45	RDPW
LONE TREE 4.74	102.73	9.43	4.37			9.10	11.30		8.41	6.35	P
BERTHOLD 0.26	97.99	9.37	4.30			9.03	11.20		8.33	6.25	IRDNPB X
CROSBY-LINE JCT. 4.42	97.73					L 9.01Am					JPX
ROACH 5.04	93.31	9.30	4.20				10.58		8.24	6.15	P
TAGUS 6.82	88.27	9.23	4.13				10.48		8.15	6.05	DP
BLAISDELL 6.98	81.45	9.15	4.05				10.30		8.03	5.55	DP
PALERMO 6.44	74.47	9.07	3.56				10.10		7.50	5.40	DPW
GRENOIRA LINE JUNCTION 1.41	68.03							A 7.35Pm			PJ
STANLEY 7.33	66.82	s 8.57	s 3.46					L 7.30Pm	7.35	5.25	DNPI WYXB
ROSS 4.66	59.29	8.47	3.33				9.10		7.20	5.03	IDP
MANITOU 7.52	54.73	8.41	3.27				8.54		7.10	4.50	P
WHITE EARTH 7.38	47.21	8.30	3.17				8.38		6.45	4.20	DPW
TIOGA 5.53	39.25	8.20	3.07				8.20		6.25	4.05	DP
TEMPLE 6.24	33.82	8.14	3.00				8.06		6.15	3.55	P
RAY 5.33	27.58	8.07	2.52				7.52		6.01	3.40	DPW
WHEELLOCK 5.17	22.26	8.01	2.45				7.35		5.50	3.30	RDNPI
EPPING 5.82	17.08	7.52	2.37				7.20		5.30	3.10	DP
SPRING BROOK 5.58	11.26	7.43	2.28				7.02		5.10	2.50	PW
AVOCA 5.08	5.68	7.34	2.19				6.45		4.50	2.30	P
WILLISTON		L 7.25Am	L 2.10Pm			L 6.30Am			L 4.30Am	L 2.15Pm	RDNPWY CKOXB
Time Over Subdivision		2.45	2.50			.44	6.00	.05	4.50	5.05	
Average Speed Per Hour		43.7	42.4			30.8	20.0	18.8	24.8	23.6	

AUTOMATIC BLOCK SIGNALS

Dble. Track

Dble. Track

DOUBLE TRACK

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

Train No. 2 will stop at stations between Williston and Stanley to discharge revenue passengers from west of Williston.

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

8 WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			Distance from Wahpeton Jct.	Time Table No. 55 Effective October 27, 1946	STATIONS	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS	
	Sidings	Other Tracks	401	403	449	(210) 175	209	197							(200) 176	210	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 5.21Am	6.00	Wahpeton Jct.	JIX			A 8.51 ⁴⁰¹ Pm	A 2.45Am	A 9.15Pm			
R 14	70	22	8.40 ⁴⁰²	2.38	7.03			s 5.37	12.61	DWIGHT	DT	DP		s 8.40	2.30	9.03 ⁴⁰¹			
R 18		18	8.52	2.50	7.15			s 5.50	16.00	GALCHUTT	GS	DP		s 8.26	2.16	8.52			
								f 5.56		PITCAIRN		P		f 8.20					
R 21	109	20	9.05	3.02	7.27			s 6.03	19.20	COIFAX	CX	DP		s 8.14	2.02	8.34			
R 28	70	34	9.16	3.13	7.38			s 6.16	25.39	WALL OTT	Q	DP		s 8.02	1.50	8.21			
R 38	109	71	9.29	3.26	7.51			s 6.34	33.38	KINDRED	KR	DPW		s 7.48	1.38	8.07			
R 41	70	32	9.39	3.35	8.01			s 6.46	38.30	DAVENPORT N. P. Ry. Crossing	DV	IDP		s 7.38	1.25	7.55			
R 44		32						s 6.54	42.25	ADDISON		P		s 7.30					
									42.60	CHAFFEE LINE JCT.		FJ							
R 48	109	37	9.53	3.49	8.15			s 7.05	46.07	DURBIN	DU	DP		s 7.22	1.10	7.37			
R 58		17						f 7.12	50.96	EVEREST		IDN		f 7.15					
									53.74	CASSELTON TOWER N. P. Ry. Crossing	CT	PWX							
R 66	134	236	10.08	4.01	8.28	L 210 6.20Pm	L 178 8.10Am	s 7.24	53.96	CASSELTON	A	XP	A 209 8.07Am	A 175 6.20Pm	s 7.10	12.55	7.20		
			A 10.10Pm	A 4.03Pm	A 8.30Am	A 6.21Pm	8.11	A 7.25Am	54.20	CASSELTON JCT.		XYJP	L 8.05Am	6.14	L 7.05Pm	12.50	7.15		
T 1	69	19						s 8.35	64.68	ABBARAKA	AX	DP		s 5.58	12.31	6.48			
T 7	107	26						s 8.52	70.71	AYR	AY	DP		s 5.48	12.20	6.37			
FS 41	128							A 9.10Am	78.21	NOLAN	W	RID NWJ		L 5.35Pm	L 12.05Am	L 6.22Pm			
			1.45 81.8	1.38 83.4	1.40 82.7	.01 19.8	1.00 24.3	2.04 26.6		Time Over Subdivision Average Speed Per Hour			.02 9.9	.45 82.3	1.46 81.1	2.40 28.5	2.53 27.3		

Westward trains are superior to eastward trains of the same class, except that a proceed indication displayed on eastward home signal at Wahpeton Jct. confers superiority to eastward trains over westward trains regardless of class. 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		FIRST CLASS		Distance from Berthold	Time Table No. 55 Effective October 27, 1946	Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
	Sidings	Other Tracks		219						220	Daily Ex. Sunday
STATIONS											
549				L 4.35pm							
VB 7	21			s 4.50	6.97			88.77	PJCX	A 9.01Am	
VB18	30	80		s 5.05	13.27	HN	81.80		D	s 8.48	
VB21		85		s 5.20	20.54	AU	75.60		D	s 8.33	
						C	68.23		D	s 8.18	
VB28		85		s 5.35	27.56						
VB34	36	80		s 5.50	34.18	K	61.21		D	s 8.03	
					34.46	NB	54.59		RDY	s 7.48	
VB41	32	29		s 6.05	40.90				J		
VB43		32		s 6.20	47.57	CA	47.87		D	s 7.32	
						WB	41.90		D	s 7.18	
VB55	32	80		s 6.40	55.10						
VB63		32		f 6.55	63.13	NG	33.67		DW	s 7.02	
VB66		18		s 7.03	65.17					s 6.49	
VB69		32		s 7.15	68.63	KC	23.60		DYX	s 6.44	
						BN	20.14		D	s 6.38	
VB72		18			71.33						
VB76		32		s 7.35	78.55						
VB81		32		f 7.45	81.21	NX	13.22		DYX	s 6.24	
VB84		10		f 7.51	84.47					f 6.12	
VB89		03		A 8.00pm	89.77					f 6.07	
						CY			BRDCYX	L 6.00Am	
				8.25							
				25.9						3.01	
										29.4	
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. 55 Effective October 27, 1946	Telegraph Calls	Distance from Boundary Line	SIGNS	STATIONS			
	Sidings	Other Tracks									
VE 8	20		6.86			21.46	YJ				
VE15	24		8.01	M. St. P. & S. S. M. Ry. Crossing.		14.60	I				
VE21	104		14.77	BOWBELLS	BE	13.45	D				
			21.01	PERELLA		6.69					
				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.

10 WESTWARD			SEVENTH SUBDIVISION										EASTWARD				
THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Casablon	Time Table No. 55			Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS		THIRD CLASS
401	403	449		Sidings	Other Tracks	(210) 175	197		Effective October 27, 1946						(209) 176	198	(557) 558
Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	STATIONS					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			
L 10.10Pm	L 4.03Pm	L 8.30Am	R59	29	L 6.21Pm	L 7.25Am	2.91	CASSETON JCT.		8.74	PXYJ	A 8.05Am	A 7.05Pm	A 6.50Pm			
10.31	4.24	8.51	R63	46	6.33	7.41	6.62	HOWES		5.83		7.52	6.48	6.33			
A 10.39Pm	A 4.32Pm	A 8.59Am	FS23	69	6.40Pm	7.45Am	8.74	AMENIA	MY	2.12	DP	7.45Am	6.40Pm	6.24Pm			
								VANCE			RPYJ						
								Time Over Subdivision Average Speed Per Hour									

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. 55			Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS			
	Sidings	Other Tracks	177			Effective October 27, 1946						178	Daily Ex. Mon.		
				Daily Ex. Sunday	STATIONS							Daily Ex. Mon.			
				L 7.35Pm		GRENORA LINE JCT.		86.68	PJ	A 6.45Am					
VD 8	22			7.55	6.41	WASSAIC		80.17		6.25					
VD13	34			8.10	11.75	LOSTWOOD	WD	74.38	DP	6.10					
VD20	25			8.30	18.06	LUNDS VALLEY	VA	68.68	DP	5.50					
VD26	44			8.55	24.61	POWER'S LAKE	PW	61.97	DP	5.30					
VD38	25			9.15	31.69	BATTLEVIEW	BV	54.89	DP	4.45					
VD40	34			9.35	38.07	McGREGOR	GO	48.61	DP	4.20					
VD46	25			9.55	44.38	HAMLET	HA	42.20	DP	3.55					
VD52	42	39		10.30	60.37	WILDROSE	WR	36.21	DP	3.30					
VD59	25			10.50	67.25	CORINTH	CN	29.33	DP	2.55					
VD66	25			11.10	64.34	ALAMO	AG	22.24	DP	2.35					
VD71	27			11.30	69.84	APPAM	AK	16.74	DPW	2.15					
VD76	35			11.45	74.62	ZAHL	ZA	11.96	DP	1.55					
VD82	35			12.05Am	80.26	HANKS	HK	6.32	DP	1.35					
VD88	105			12.30Am	86.68	GRENORA	GR		RDP CYXB	L 1.15Am					
						Time Over Subdivision Average Speed Per Hour									

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. 55			Telegraph Calls	Distance from Chaffee	SIGNS						
	Sidings	Other Tracks		Effective October 27, 1946											
				Daily Ex. Sunday	STATIONS										
R45	22		7.0		CHAFFEE LINE JCT.		11.5	PJ							
R46	20		11.5		LYNCHBURG		4.5								
					CHAFFEE										
					Time Over Subdivision Average Speed Per Hour										

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

Business Tracks Not Shown as Stations on Time Table

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