

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

LOCAL SURGEONS

Dr. Louis T. O'BrienBreckenridge, Minn.
Dr. Clarence V. BatemanWahpeton, N. D.
Dr. C. W. JacobsonBreckenridge, Minn.
Dr. F. W. FordNew 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.

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 56

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, February 23, 1947

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

M. L. GAETZ, Superintendent.

J. M. BUDD, Assistant General Manager

C. McDONOUGH, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Time Table No. 56
Effective February 23, 1947

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Breckenridge	STATIONS	Telegraph Calls					
	Siding	Other Tracks	557	401	403	449	341	209	199	197	1	3	27	9								
			Daily Ex. Sun.	Daily	Daily	Daily	Tue. Thu. Sat.	Daily Ex. Sun.	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 5.15Am	L 11.57Pm	L 2.03Pm	L 1.27Pm	L 4.25Am	0.89	BRECKENRIDGE	BR				
R1		108									s 5.19	11.59	2.05		s 4.30	0.89	WAHPETON	WH				
																1.19	C. M. ST. P. & P. RY. CROSS.					
				A 8.25Pm	A 2.25Pm	A 6.50Am									A 5.21Am	12.01Am	2.08	1.31	4.33	1.84	WAHPETON JCT.	
																	5.40			5.40	C. M. ST. P. & P. RY. CROSS.	
P7		85										12.07	2.15	1.38	4.39	7.25	1.86			7.25	LURGAN	
P9		19													f 4.42	9.20	1.95			9.20	BRUSHVALE	
P14		90	43									²⁸ 12.15	2.25	1.47	f 4.52	14.23	5.02			14.23	KENT	KN
P23		89	32									¹⁰ 12.25	2.39	1.59	f 5.06	23.24	9.01			23.24	WOLVERTON	WO
P29		35										12.33	2.48	2.08	f 5.17	30.07	6.83			30.07	COMSTOCK	CM
P35		36										12.39	2.55	2.14	f 5.28	35.23	5.16			35.23	RUSTAD	J
P40		85										12.45	3.02	2.21	5.36	40.76	6.52			40.76	FINKLE	
		150										A 12.50Am	A 3.08Pm	A 2.28Pm	A 5.43Am	44.79	4.04			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	Class	Time	Distance	Station	Call				
242		L	5.30Pm			L	8.30Am	L	7.05Am	L	6.35Am		L	1.02Am	L	2.50Pm	47.70	FARGO JCT.	F			
FS6	68	14	5.45			s	8.43	f	7.13	f	6.48			1.08		842	52.91	PINKHAM				
FS12	69	23	6.01			s	8.55	f	7.24	f	7.01			1.15		842	59.08	PROSPER	RO			
FS17	84	34	6.10			s	9.05	f	7.29					1.27		842	63.32	NEWTAN				
FS23	69	23	A 6.22Pm	L 10.39Pm	L 4.32Pm	L 8.59Am	9.20	A 9.55Am	f 7.45Am	f 7.17				1.27		842	69.55	VANCE				
FS29	60	82		10.49	4.42	9.09	s 9.45		f 7.29					1.34		842	75.57	MASON				
816				10.55	4.48	9.15	A 9.55Am		7.34					1.37		842	78.60	ERIE JCT.				
FS41	128	34		11.15	5.05	9.35			s 8.15					1.45		842	87.41	NOLAN	W			
FS47	79	23		11.27	5.15	9.45			s 8.25					1.51		842	94.10	WALDEN				
FS53	80	23		11.42	5.28	9.58			s 8.40					1.56		842	99.48	PILLSBURY	BX			
FS60	128	34		11.54	5.45	10.15			s 9.01					2.03		842	108.85	LIVERNE	NE			
FS67	79	34		12.05Am	5.56	10.27			s 9.15					2.11		842	113.21	KARNAK	NA			
FS73	133	26		12.32	6.08	10.45			s 9.45					2.16		842	118.60	N. P. RY. CROSSING	HO			
FS80		33		12.50	6.21	10.59			s 9.59					2.23		842	127.02	HANNAFORD				
FS86	130	33		1.01	6.30	11.08			s 10.15					2.28		842	133.00	REVERE	SU			
FS93		52		1.12	6.43	11.19			s 10.35					2.33		842	139.97	SUTTON				
FS100	144	33		1.22	6.55	11.30			s 10.55					2.38		842	145.53	GLENFIELD	GD			
FS104		35		1.32	7.08	11.40			s 11.15					2.43		842	152.07	JUANITA	JA			
FS113	140	33		1.42	7.20	11.50			s 11.35					2.48		842	159.38	GRACE CITY	G			
FS118	77	32		1.52	7.39	11.59			f 11.50					2.53		842	166.11	BRANTFORD	BF			
FS124	Yard	999		A 2.05Am	A 7.50Pm	A 12.15Pm			A 12.05Pm					A 2.59Am		842	170.95	DUNDAS				
				.52	3.36	3.18	3.26	1.25	.40	5.30	.06	3.02	1.05	3.39	1.18							
				25.2	28.6	31.2	29.8	21.8	32.7	22.4	12.1	66.3	41.3	46.8	34.4							

AUTOMATIC BLOCK SIGNALS

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;
 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. 2 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.
 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.
 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 56

Effective February 23, 1947

STATIONS	Distance From New Rockford	FIRST CLASS				SECOND CLASS				THIRD CLASS			SIGNS
		2	4	28	10	342	200	210	198	402	448		
		Streamliner				Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
.....BRECKENRIDGE.....	170.95	A 3.00Am	A 6.15Pm	A 12.40Am	A 1.10Am					A 9.00Pm	A 9.25Pm	A 3.10Am	RDNKWC KOYIB
.....WAHPETON.....	169.96	2.56	6.11		s 12.57					s 8.53			PXD
C. M. ST. P. & P. RY. CROSS.	169.76												I
.....WAHPETON JCT.....	169.11	448 2.54	6.08	12.32	12.54					L 8.51Pm	L 9.15Pm	L 2.57Am	PJXI
C. M. ST. P. & P. RY. CROSS.	168.55												I
.....LURGAN.....	163.70	2.48	6.02	12.25	12.47								P
.....BRUSHVALE.....	161.75												
.....KENT.....	168.72	2.40	5.52	12.15Am	f 12.38								DP
.....WOLVERTON.....	147.71	2.30	5.39	11.55	f 12.25								DP
.....COMSTOCK.....	140.88	2.22	5.29	11.47	f 12.08								DP
.....RUSTAD.....	135.72	2.16	5.22	11.40	f 12.01Am								DP
.....FINKLE.....	130.20	2.10	5.15	11.33	11.53								P
.....MOORHEAD JCT.....	126.16	L 2.05Am	L 5.07Pm	L 11.27Pm	L 11.47Pm								IRDNP YXI

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

.....FARGO JCT.....	123.25	A 1.52Am		A 10.50Pm		A 3.30Pm	A 6.50Pm	A 7.20Pm					DKRFP WYXB
.....PINKHAM.....	118.04	1.46		10.40		s 2.56	f 6.20	f 7.10					P
.....PROSPER.....	111.87	1.39		10.30		s 2.32	f 6.01	f 6.59					DP
.....NEWMAN.....	107.03					s 2.15	f 6.50						
.....VANCE.....	101.40	1.27		10.09		s 2.00	f 5.15	L 6.40Pm					YFJ
.....MASON.....	95.88	1.16		9.59		s 1.45	f 4.42						WP
.....ERIE JCT.....	92.35	1.12		9.54		L 1.35Pm	4.32						PJ
.....NOLAN.....	83.54	1.03		9.40			s 4.20					A 6.22Pm	IDNWJ
.....WALDEN.....	76.85	12.57		9.29			s 4.05					6.09	A 12.05Am
.....PILLSBURY.....	71.49	12.52		9.20			s 3.51					5.59	11.52 4.01 11.42
.....LUVIERNE.....	64.10	12.45		9.10			s 3.30					4.03 5.45	11.31
.....KARNAK.....	57.74	12.37		8.59			s 3.10					5.18	11.20
N. P. RY. CROSSINGHANNAFORD.....	51.35	4.01 12.32		s 8.50			s 2.55					4.58	11.01
.....REVERE.....	48.93	12.26		8.34			s 2.30					4.40	10.47
.....SUTTON.....	37.95	12.21		8.25			s 2.20					4.27	10.39
.....GLENFIELD.....	30.98	12.15		8.15			s 2.00					4.13	10.28
.....JUANITA.....	24.42	12.09		8.05			s 1.40					4.02	10.17
.....GRACE CITY.....	17.98	12.03Am		7.56			s 1.25					3.51	10.06
.....BRANTFORD.....	11.59	11.57		7.47			s 1.10					3.40	9.55
.....DUNDAS.....	5.84	11.52		7.39			f 12.55					3.30	9.45
N. P. RY. CROSSINGNEW ROCKFORD.....		L 11.45Pm		L 7.30Pm			L 12.40Pm					L 3.15Pm	L 9.30Pm
Time Over Subdivision		3.15	1.08	5.10	1.23	1.55	6.10	.40	.09			3.16	2.48
Average Speed Per Hour		52.6	39.5	37.9	32.3	16.1	19.9	32.7	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 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. Train No. 28 will stop at Wahpeton on Monday to pick up U. S. Mail.

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.

AUTOMATIC BLOCK SIGNALS

AUTOMATIC BLOCK SIGNALS

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 56		Telegraph Calls
	Stages	Other Tracks	403	449	401	199	3	27	9	1	Effective February 23, 1947		STATIONS		
			Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily				Streamliner	
FS124	Yard	999	L 8.01 ^{pm}	L 12.53 ^{pm}	L 2.25 ^{am}	L 1.00 ^{pm}	L 5.09 ^{pm}	L 3.02 ^{am}						NEW ROCKFORD	KO
FS131	79	23	8.14	1.07	2.38	f 1.15	5.18	3.09			6.80		MUNSTER		
FS137	141	35	8.25	1.18	2.50	s 1.32	5.25	3.14			12.49		BREMEN	BN	
FS148	88	31	8.35 ⁴⁴⁸	1.28	3.19	s 1.48	5.32	3.19 ⁴⁰¹			18.60		HAMBERG	MA	
FS149	141	31	8.45	1.38	3.35	s 2.05 ⁴⁰²	5.39	3.24			25.01		HEIMDAL	HD	
FS155	141	33	8.55	1.48 ⁴⁰²	3.50	s 2.25	5.46	3.29			31.11		WELLSBURG	WX	
FS162	141	33	9.05	1.58	4.01	s 2.45	5.52	3.34			37.43		SELZ	Z	
FS169		25	9.20	2.13	4.15	s 3.05	5.59	3.42			44.46		CLIFTON		
FS177	W 108 E 88	34	9.35	2.28	4.30	s 3.35	6.07 ²⁸	3.51			52.74		AYLMER	MR	
FS183		38	9.45	2.38	4.40	f 3.45		3.56			58.62		M. St. P. & S. M. Ry. Crossing NORFOLK		
FS187	153	34	9.51	2.44	4.46	s 3.55	6.18	3.59			62.49		GUTHRIE		
FS193		41	10.01	2.54	4.56	s 4.05	6.24	4.04			68.45		RANGELEY		
FS200	84	33	10.34 ²	3.05	5.06	s 4.22	6.31	4.10			75.31		KARLSRUHE	RA	
FS205	141	28	10.45	3.15	5.16	s 4.45	6.37 ⁴⁴⁸	4.15			81.17		VERENDRYE	RY	
FS212	79	33	10.55	3.25	5.26	s 5.05 ²⁸	6.44	4.21			87.59		SIMCOE	MO	
FS218	87	25	11.05	3.35	5.36	t 5.25 ⁴⁴⁸	6.50	4.27			94.00		GENOA		
519			11.19	3.50	5.50	s 5.50	L 10.30 ^{pm}	6.58	L 3.05 ^{pm}		101.53		SURREY (M. D. Jet.)	SR	
523		213	11.27	3.59	5.59		6.02	10.36	7.03	3.11	105.97		C. K. SWITCH		
526	Yard	2121	A 11.40 ^{pm}	A 4.10 ^{pm}	A 6.10 ^{am}	A 6.30 ^{pm}	A 10.45 ^{pm}	A 7.10 ^{pm}	A 3.20 ^{pm}	A 4.50 ^{am}	108.81		MINOT	AD	
			3.40 29.6	3.17 33.1	3.45 29.0	5.30 19.7	.16 28.9	2.01 58.9	.16 23.9	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. 56

Effective February 23, 1947

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	10	28	2	200			402	448	
		Daily	Daily	Daily	Streamliner Daily				Daily Ex. Sunday	Daily	
NEW ROCKFORD 8.30	108.81			A 7.25Pm	A 11.43Pm	A 11.05Am			A 2.55Pm	A 9.10Pm	IRDNPF KWZO
MUNSTER 5.89	102.01			7.13	11.36	10.45			2.40	8.55	P
BREMEN 6.11	96.32			7.04	11.31	10.32			2.30	8.45	DP
HAMBERG 6.41	90.21			6.55	11.26	10.14			2.18	8.35	DP
HEIMDAL 6.10	83.80			6.46	11.20	9.56			2.05	8.25	DPW
WELLSBURG 6.32	77.70			6.37	11.15	9.38			1.48	8.15	DP
SELZ 7.03	71.88			6.28	11.09	9.20			1.28	8.05	DP
CLIFTON 8.28	64.35			6.18	11.02	9.01			1.12	7.51	P
AYLMER 5.88	58.07			6.07	10.54	8.45			1.250	7.35	DNPW
M. St. P. & S. S. M. Ry. Crossing NORFOLK	50.19				10.49	8.13			12.30	7.20	I P
GUTHRIE 5.96	46.32			5.44	10.45	8.05			12.23	7.14	DP
RANGELEY 6.80	40.36			5.34	10.40	7.48			12.11Pm	7.02	P
KARLSRUHE 5.83	33.50			5.25	10.34	7.37			11.59	6.50	DP
VERENDRYE 6.42	27.64			5.15	10.29	7.20			11.48	6.37	DPW
SIMCOE 6.41	21.22			5.05	10.23	7.03			11.37	6.17	DP
GENOA 7.53	14.81			4.56	10.17	6.47			11.25	6.04	P
SURREY (M. D. Jct.)	7.28	A 9.55Am	A 2.15Pm	4.45	10.10	6.35			11.10	5.50	RDNFIJ
C. K. SWITCH 2.84	2.84	L 9.50	L 2.05	4.36	10.05	6.20			10.50	5.30	PXI
MINOT		L 9.45Am	L 2.00Pm	L 4.30Pm	L 10.00Pm	L 6.15Am			L 10.40Am	L 5.20Pm	IRDNPF CKOXYBY
Time Over Subdivision		.10	.15	2.55	1.43	4.50			4.15	3.50	
Average Speed Per Hour		43.3	28.9	37.3	63.3	22.5			25.6	28.8	

BLOCK SIGNALS
AUTON

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			Distance from Minot	Time Table No. 56		Telegraph Calls
	Siding	Other Tracks	417	449	401	403	9	219	(178) 179	3	27	1		Effective February 23, 1947	STATIONS	
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Streamliner Daily				
526	Yard	2121	L 7.25Pm	L 10.25Am	L 8.40Am	L 2.01Am	L 4.00Pm	L 3.40Pm	L 10.50Pm	L 7.20Pm	L 4.55Am	4.31	AUTOMATIC BLOCK SIGNALS	MINOT.....	AD	
			7.40	10.40	8.55	2.15	4.11	3.50	11.01	7.29	5.01	4.81		M. St. P. & S. M. Ry. Crossing } 4.81	} Double Track	
			7.42	10.42	8.57	2.17	4.12	3.51	11.02	7.30	5.02	4.94		W. L. SWITCH.....		
586		14	7.52	11.01	9.12	2.30	f 4.19	4.05	11.08	7.36	5.08	9.24		0.63	} Double Track	
			7.52	11.01	9.12	2.30	f 4.19	4.05	11.08	7.36	5.08	9.24		GASSMAN SWITCH.....		
588		80	8.05	11.15	9.27	2.40	s 4.27	s 4.13	11.15	7.42	5.14	13.47		4.30	} Double Track	
			8.05	11.15	9.27	2.40	s 4.27	s 4.13	11.15	7.42	5.14	13.47		RALSTON.....		
544		80	8.15	11.30	9.40	2.50	s 4.37	s 4.20	11.21	7.48	5.19	17.59		4.18	} Double Track	
			8.15	11.30	9.40	2.50	s 4.37	s 4.20	11.21	7.48	5.19	17.59		DES LACS.....		DE
549	E99 W141	179	8.25	11.42	9.53	3.01	s 4.55	s 4.30	11.27	7.53	5.23	22.33		4.12	} Double Track	
			8.25	11.42	9.53	3.01	s 4.55	s 4.30	11.27	7.53	5.23	22.33		LONE TREE.....		
552		74	8.35	11.55	10.05	3.10	f 5.05	A 4.35Pm	11.33	7.59	5.28	27.01		4.74	} Double Track	
			8.35	11.55	10.05	3.10	f 5.05	A 4.35Pm	11.33	7.59	5.28	27.01		BERTHOLD.....		BD
588		15	8.44	12.08Pm	10.18	3.20	s 5.16		11.40	8.06	5.34	32.05		0.36	} Double Track	
			8.44	12.08Pm	10.18	3.20	s 5.16		11.40	8.06	5.34	32.05		CROSBY LINE JCT.....		
565		16	9.10	12.25	10.30	3.33	s 5.28		11.48	8.14	5.41	36.87	4.42	} Double Track		
			9.10	12.25	10.30	3.33	s 5.28		11.48	8.14	5.41	36.87	ROACH.....			
572		22	9.23	12.40	10.43	3.45	s 5.40		11.57	8.22	5.49	45.88	5.04	} Double Track		
			9.23	12.40	10.43	3.45	s 5.40		11.57	8.22	5.49	45.88	TAGUS.....		Q	
580	Continuons E130 W260	118	9.35	1.01	11.05	4.10	s 6.10	L 6.45Am				52.29	6.44	} Double Track		
				9.35	1.01	11.05	4.10	s 6.10	L 6.45Am				52.29		GRENORA LINE JUNCTION.....	
587			24	9.50	1.15	11.20	4.25	s 6.25	A 6.55Am	s 12.10Am	8.32	5.58	53.70	1.41	} Double Track	
			9.50	1.15	11.20	4.25	s 6.25	A 6.55Am	s 12.10Am	8.32	5.58	53.70	STANLEY.....	SY		
592		10	9.58	1.25	11.33	4.35	f 6.35		12.22	8.47	6.06	61.03	7.33	} Double Track		
			9.58	1.25	11.33	4.35	f 6.35		12.22	8.47	6.06	61.03	ROSS.....		VR	
599	E104 W104	25	10.12	1.40	11.48	4.50	s 6.53		12.40	9.00	6.20	73.11	4.56	} Double Track		
			10.12	1.40	11.48	4.50	s 6.53		12.40	9.00	6.20	73.11	MANITOU.....			
609		22	10.27	2.02	12.03Pm	5.05	s 7.13		12.51	9.08	6.29	80.97	6.29	} Double Track		
			10.27	2.02	12.03Pm	5.05	s 7.13		12.51	9.08	6.29	80.97	WHITE EARTH.....		WH	
614	80	17	10.37	2.15	12.15	5.15	s 7.25		12.59	9.14	6.35	86.50	7.56	} Double Track		
			10.37	2.15	12.15	5.15	s 7.25		12.59	9.14	6.35	86.50	TIOGA.....		G	
617	E113 W69	42	10.47	2.28	12.27	5.27	s 7.40		1.08	9.21	6.42	92.74	8.53	} Double Track		
			10.47	2.28	12.27	5.27	s 7.40		1.08	9.21	6.42	92.74	TEMPLE.....			
625		28	10.59	2.45	12.39	5.38	s 7.52		1.16	9.28	6.49	98.07	9.24	} Double Track		
			10.59	2.45	12.39	5.38	s 7.52		1.16	9.28	6.49	98.07	RAY.....		RA	
631		22	11.08	2.53	12.49	5.48	s 8.07		1.24	9.35	6.56	108.34	5.38	} Double Track		
			11.08	2.53	12.49	5.48	s 8.07		1.24	9.35	6.56	108.34	WHEELOCK.....		W	
638		17	11.17	3.02	12.59	5.58	s 8.25		1.32	9.43	7.03	109.06	6.17	} Double Track		
			11.17	3.02	12.59	5.58	s 8.25		1.32	9.43	7.03	109.06	EPPING.....		PG	
641			11.26	3.11	1.09	6.07	f 8.40		1.40	9.50	7.10	114.04	5.82	} Double Track		
			11.26	3.11	1.09	6.07	f 8.40		1.40	9.50	7.10	114.04	SPRING BROOK.....			
647	Yard	1693	A 11.40Pm	A 3.25Pm	A 1.25Pm	A 6.20Am	A 9.00Pm		A 1.50Am	A 10.00Pm	A 7.20Am	120.32	5.68	} Double Track		
			A 11.40Pm	A 3.25Pm	A 1.25Pm	A 6.20Am	A 9.00Pm		A 1.50Am	A 10.00Pm	A 7.20Am	120.32	AVOCA.....			
			4.15	5.00	4.45	4.19	5.00	.55	3.00	2.40	2.25		5.68	} Double Track		
			28.3	24.0	25.3	27.8	24.0	24.6	40.1	45.1	49.7		WILLISTON.....		WN	
												Time Over Subdivision Average Speed Per Hour				

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

CLEARING OF STREAMLINERS

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

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

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

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

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

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

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 56

Effective February 23, 1947

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 M. St. P. & S. S. Ry. Crossing 4.31	120.82	A 9.35Am	A 4.00Pm	A 9.55Pm	A 9.05Am	A 12.30Pm		A 9.20Am	A 7.20Pm	IRDNEWY CKOXB
W. L. SWITCH 0.63	116.01	9.27	3.51	9.46	8.52	12.07		9.07	7.05	IP
GASSMAN SWITCH 4.30	115.38	9.26	3.50	9.45	8.50	12.05Pm		9.05	7.03	IP
RALSTON 4.18	111.08	9.20	3.43	9.40	8.44	11.58		8.57	6.55	P
DES LACS 4.12	106.85	9.14	3.37	9.35	s 8.37	s 11.45 4.49		8.49	6.45	RDPFW
LONE TREE	102.73	9.08	3.31	9.31	s 8.30	s 11.30		8.41	6.35	P
BERTHOLD 0.20	97.99	9.02	3.25	9.27	s 8.23	s 11.20		8.33	6.25	IDNPB X
CROSBY-LINE JCT. 4.42	97.73				L 8.21Am					JPX
ROACH 5.04	93.31	8.56	3.19	9.22		f 10.58		8.24	6.15	P
TAGUS 5.82	88.27	8.50	3.12	9.17		f 10.48		8.15	6.05	DP
BLAISDELL 6.98	81.45	8.43	3.04	9.10		s 10.30 4.01		8.03	5.55 0	DP
PALERMO	74.47	8.35	2.55	9.03		s 10.10		7.50	5.40	DPW
GRENORA LINE JUNCTION 1.41	68.03					A 7.35Pm				PJ DNPI
STANLEY 7.33	66.62	s 8.25	s 2.45	8.55 27		L 7.30Pm		7.35	5.25	WYXB
ROSS 4.56	59.29	8.14	2.30	8.47		s 9.10		7.20	5.03	IDP
MANITOU	54.73	8.09	2.23	8.42		f 8.54		7.13	4.50	P
WHITE EARTH 7.86	47.21	7.59	2.12	8.33		s 8.38		6.53	4.20	DPW
TIOGA 5.63	39.85	7.51	2.02	8.25		s 8.20		6.29	4.05	DP
TEMPLE 6.24	33.82	7.45	1.54	8.19		s 8.06		6.05	3.55	P
RAY 5.33	27.68	7.38	1.45	8.12		s 7.52		5.53	3.40	DPW
WHEELLOCK	22.25	7.32	1.36	8.07		s 7.32		5.44	3.30	RDNPI
EPPING 5.82	17.08	7.24	1.27	8.00		s 7.15		5.26	3.10	DP
SPRING BROOK 5.53	11.26	7.15	1.18	7.53		s 7.02		5.08	2.50	PW
AVOCA 5.68	5.68	7.08	1.09	7.47		f 6.45		4.50	2.30	P
WILLISTON		L 7.00Am	L 1.00Pm	L 7.40Pm		L 6.30Am		L 4.30Am	L 2.15Pm	RDNPIWY CKOXB
Time Over Subdivision		2.35	3.00	2.15		6.00		4.50	5.05	
Average Speed Per Hour		46.5	40.1	53.4		18.8		24.8	23.6	

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.

Train No. 4 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.

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. 56 Effective February 23, 1947	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS	
	Stings	Other Tracks	401	403	449	(210) 175	209	197						(209) 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 Ex. Sun.	Daily
R 8	109	32	L 8.25 ¹⁹⁸ Pm	L 2.25 ¹⁹⁸ Pm	L 6.50 ¹⁹⁸ Am			L 5.21 ¹⁹⁸ Am	8.00	78.84	JLX		A 8.51 ¹⁹⁸ Pm	A 2.57 ¹⁹⁸ Am	A 9.15 ¹⁹⁸ Pm			
R14	70	22	8.40 ⁴⁰²	2.38	7.03			\$ 5.37	6.00	73.21	DT	DP	\$ 8.40 ⁴⁰¹	2.30	9.03 ⁴⁰¹			
R18		18	8.52	2.50	7.15			\$ 5.50	12.81	65.60	GS	DP	\$ 8.26	2.16	8.52 ⁴⁰¹			
R21	109	29	9.05	3.02	7.27			\$ 6.03	19.20	62.21		F	\$ 8.20					
R28	70	34	9.16	3.13	7.38			\$ 6.16	25.39	60.01	CX	DP	\$ 8.14	2.02	8.34			
R36	109	71	9.29	3.26	7.51			\$ 6.34	33.33	53.82	Q	DP	\$ 8.02	1.50	8.21			
R41	70	32	9.39	3.35	8.01			\$ 6.46	38.30	44.88	KR	DPW	\$ 7.48	1.38	8.07			
R44		32						\$ 6.54	42.26	39.91	DV	IDP	\$ 7.38	1.25	7.55			
R48	109	37	9.53	3.49	8.15			\$ 7.05	42.00	35.96		F	\$ 7.30					
R53		17						\$ 7.12	46.07	35.81	PJ							
R56	134	236	10.08	4.01	8.28	L 210 6.20 ¹⁷⁶ Pm	L 176 8.10 ¹⁷⁶ Am	\$ 7.24	53.96	31.14	DU	DP	\$ 7.22	1.10	7.37			
T 1	69	19	A 10.10 ¹⁹⁸ Pm	A 4.03 ¹⁹⁸ Pm	A 8.30 ¹⁹⁸ Am	A 6.21 ¹⁹⁸ Pm	8.11	A 7.25 ¹⁹⁸ Am	54.29	27.25			\$ 7.15					
T 7	107	26					\$ 8.35	64.68	53.74	24.47	CT	IDN FWX	\$ 7.15					
FS41	128						A 9.10 ¹⁹⁸ Am		78.21	24.25	A	XP	A 209 8.07 ¹⁹⁸ Am	A 175 6.20 ¹⁷⁵ Pm	\$ 7.10	12.55	7.20	
										23.92	XYJP		L 8.05 ¹⁹⁸ Am	6.14	L 7.05 ¹⁹⁸ Pm	12.50	7.15	
										18.53	AX	DP	\$ 5.58			12.31	6.48	
										70.71	AY	DP	\$ 5.48			12.20	6.37	
										7.50	W	RID NWJ				L 12.05 ¹⁹⁸ Am	L 6.22 ¹⁹⁸ Pm	
			1.45	1.38	1.40	.01	1.00	2.04								2.52	2.53	
			31.3	33.4	32.7	19.8	24.3	26.5								9.9	32.3	
																1.46	28.2	
																28.2	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		FIRST CLASS		Distance from Berthold	Time Table No. 56 Effective February 23, 1947			Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
	Sidings	Other Tracks	219	Daily Ex. Sunday		STATIONS		220				Daily Ex. Sunday	
549			L	4.35Pm		CROSBY LINE JCT.		88.77	PJCX	A	8.21Am		
VB 7	21		s	4.50	6.97	HARTLAND	HN	81.80	D	s	8.08		
VB18	80	80	s	5.05	13.27	AURELIA	AU	75.60	D	s	7.53		
VB21	35		s	5.20	20.54	COULEE	C	68.23	D	s	7.38		
VB28	35		s	5.35	27.56	KENASTON	K	61.21	D	s	7.23		
VB34	38	30	s	5.50	34.18	NIOBE	NB	54.59	RDY	s	7.08		
VB41	32	29	s	6.05	40.90	NORTHGATE LINE JCT.		54.31	J				
VB48	32		s	6.20	47.57	COTEAU	CA	47.87	D	s	6.52		
VB55	32	30	s	6.40	55.10	WOBBURN	WB	41.20	D	s	6.38		
VB63	32		f	6.55	63.13	LIGNITE	NG	33.67	DW	s	6.22		
VB66	16		s	7.03	65.17	STAMPEDE		25.64		s	6.09		
VB69	32		s	7.15	68.63	KINCAID	KC	23.60	DYX	s	6.04		
VB72	16				71.33	LARSON	RN	20.14	D	s	5.58		
VB76	32		s	7.35	75.55	STRANGE SIDING							
VB81	32		f	7.45	81.21	NOONAN	NX	18.22	DYX	s	5.44		
VB84	10		f	7.51	84.47	PAULSON		7.56		f	5.32		
VB89	93		A	8.00Pm	88.77	JUNO		4.30		f	5.27		
				3.25		CROSBY	CY		BRDCYX	L	5.20Am		
				25.9		Time Over Subdivision Average Speed Per Hour						3.01 29.4	

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. 56 Effective February 23, 1947			Telegraph Calls	Distance from Boundary Line	SIGNS		
	Sidings	Other Tracks				STATIONS							
VE 8	20				6.86	NORTHGATE LINE JCT.		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		6.89					
					21.46	NORTHGATE	NO	0.45	EDX				
						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 Casseiton	Time Table No. 56			Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS		THIRD CLASS
401	403	449		Siding	Other Tracks	(210) 175	197		Effective February 23, 1947						(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	CASSELLTON JCT.		8.74	PXYJ	A 8.05Am	A 7.05Pm	A 6.50Pm			
10.31	4.24	8.51	R68	46	6.33	7.41	6.62	HOWES		5.83				176			
A 10.39Pm	A 4.32Pm	A 8.59Am	FE23	69	6.40Pm	7.45Am	8.74	AMENIA	MY	2.12	DP	7.52	6.48	6.33			
								VANCE			RPYJ	L 7.45Am	L 6.40Pm	L 6.24Pm			
.29	.29	.29			.19	.30		Time Over Subdivision				.20	.26	.26			
18.0	18.0	18.0			29.6	27.02		Average Speed Per Hour				27.2	21.7	20.1			

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

WESTWARD				EIGHTH SUBDIVISION										EASTWARD		
Station Numbers	Car Capacity		Distance from Stanley Line Jct.	Time Table No. 56			Telegraph Calls	Distance from Granora	SIGNS	SECOND CLASS						
	Siding	Other Tracks		177	Effective February 23, 1947					178	Daily Ex. Mon.					
STATIONS			STATIONS			STATIONS			STATIONS							
VD 8	22		L 7.35Pm			86.58	PJ	A 6.45Am								
VD13	34		7.55	6.41	WASSAIC	80.17		6.25								
VD20	25		8.10	11.76	LOSTWOOD	74.83	WD	6.10								
VD26	44		8.30	18.05	LUNDS VALLEY	68.58	VA	5.50								
			8.55	24.61	POWER'S LAKE	61.97	PW	5.30								
VD33	26		9.15	31.69	BATTLEVIEW	54.89	BV	4.45								
VD40	34		9.35	38.07	MCGREGOR	48.51	GO	4.20								
VD46	25		9.55	44.38	HAMLET	42.20	HA	3.55								
VD52	42		10.30	50.37	WILDROSE	36.21	WR	3.30								
VD59	25		10.50	57.25	CORINTH	29.33	CN	2.55								
VD66	35		11.10	64.34	ALAMO	22.24	AG	2.35								
VD71	27		11.30	69.84	APPAM	16.74	AK	2.15								
VD76	35		11.45	74.62	ZAHL	11.96	ZA	1.55								
VD82	35		12.05Am	80.28	HANKS	6.32	HK	1.35								
VD88	105		A 12.30Am	86.58	GRENORA		GE		RDP CYXB	L 1.15Am						
			4.55		Time Over Subdivision				5.80							
			17.6		Average Speed Per Hour				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. 56			Telegraph Calls	Distance from Chaffee	SIGNS	SECOND CLASS						
	Siding	Other Tracks		Effective February 23, 1947						STATIONS						
STATIONS			STATIONS			STATIONS			STATIONS							
R45	22		7.0			11.5		PJ								
R46	20		11.5			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	3
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