



**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.
- Drs. Kermott and Kermott ..... Minot, N. D.
- Dr. M. G. Flath ..... Stanley, N. D.
- Dr. Robert Goodman ..... Powers Lake, N. D.
- Dr. C. S. Jones ..... Williston, N. D.
- Dr. J. P. Craven ..... Williston, N. D.
- Dr. Frank Wheelon ..... Minot, N. D.

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

# GREAT NORTHERN RAILWAY COMPANY

## MINOT DIVISION

# TIME TABLE 59

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, August 3, 1947

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. 59**

Effective August 3, 1947

**STATIONS**

Telegraph Calls

Distances from Breckenridge

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS				FIRST CLASS				Distances from Breckenridge	STATIONS	Telegraph Calls
	Siding	Other Tracks	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			
A214 R1	Yard 108	1145	L 8.15Pm	L 2.15Pm	L 6.40Am				L 4.45Am s 4.48	L 1.57Pm	L 2.03Pm	L 1.27Pm	L 4.35Am	0.09	BRECKENRIDGE	BR
			A 8.25Pm	A 2.25Pm	A 6.50Am				A 4.51Am	12.01Am	2.08	1.31	4.43	1.19	WAHPETON	WH
														1.84	C. M. ST. P. & P. RY. CROSS.	
														5.40	WAHPETON JCT.	
														7.25	C. M. ST. P. & P. RY. CROSS.	
P7	35									10 12.07	2.15	1.38	4.49	7.25	LURGAN	
P9	19												f 4.52	9.20	BRUSHVALE	
P14	90	43								12.15	2.25	1.47	f 5.02	14.23	KENT	KN
P23	59	32								12.25	2.39	1.59	f 5.16	23.24	WOLVERTON	WO
P29	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	84								A 12.50Am	A 3.08Pm	A 2.28Pm	A 5.50Am	44.79	MOORHEAD JCT.	

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

Station Numbers	Car Capacity	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Class	Time	Distance	Station	Call
242					L 8.30Am	L 6.35Am	L 7.05Am			L 1.02Am		L 2.50Pm		47.70	FARGO JCT.	F
FS6	65	14			s 8.43	f 6.45	f 7.18			1.08		2.56		52.91	PINKHAM	
FS12	69	28			s 8.55	s 6.58	f 7.31			1.15		3.04		59.08	PROSPER	RO
FS17	34				s 9.05	f 7.08								63.32	NEWMAN	
FS23	69		L 10.39Pm	L 4.32Pm	L 8.59Am	s 9.20	s 7.20	A 7.45Am		2 1.27		3.18		69.55	VANCE	
FS29	69	32	10.49	4.42	9.09	s 9.45	f 7.30			1.34		3.25		75.57	MASON	
S15			10.55	4.48	9.15	A 9.55Am	7.36			1.37		3.29		78.80	ERIE JCT.	
FS41	128		11.15	5.05	9.35		A 7.55Am	L 9.10Am		1.45		3.40		87.41	NOLAN	W
FS47	79	28	11.27	5.15	9.45			s 9.20		1.51		3.46		94.10	WALDEN	
FS53	80	28	11.42	5.28	9.58			s 9.35		1.56		3.51		99.46	PILLSBURY	BX
FS60	128	34	11.54	5.45	10.15			s 9.50		2.03		3.59		108.35	LUVERNE	NE
FS67	79	34	12.05Am	5.56	10.27			s 10.05		2.11		4.07		113.21	KARNAK	NA
FS73	133	26	12.32	6.08	10.45			s 10.25		2.16		4.14		119.60	N. P. RY. CROSSING	
FS90	33		12.50	6.21	10.59			s 10.38		2.23		4.21		127.02	HANNAFORD	
FS96	139	33	1.01	6.30	11.08			s 10.50		2.28		4.27		133.00	REVERE	
FS98	59		1.12	6.43	11.19			s 11.05		2.33		4.34		139.97	SUTTON	SU
FS100	144	33	1.22	6.55	11.30			s 11.20		2.38		4.40		145.53	GLENFIELD	GD
FS104	35		1.32	7.08	11.40			s 11.35		2.43		4.46		152.97	JUANITA	JA
FS113	140	33	1.42	7.27	11.55			s 11.50		2.48		4.52		159.26	GRACE CITY	G
FS118	77	32	1.52	7.39	12.07Pm			f 12.01Pm		2.53		4.57		165.11	BRANTFORD	BF
FS124	Yard	999	A 2.05Am	A 7.50Pm	A 12.20Pm			A 12.15Pm		A 3.02Am		A 5.06Pm		170.95	N. P. RY. CROSSING	KO
			3.36 28.6	3.18 31.2	3.31 29.0	1.25 21.8	1.20 29.7	3.45 28.1	.08 12.1	3.05 55.4	1.05 41.3	3.39 46.8	1.15 35.8			

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. 1, 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.

Time Over Subdivision  
Average Speed Per Hour

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 59

Effective August 3, 1947

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	Daily	Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily
..... BRECKENRIDGE.....	170.95	A 3.00Am	A 6.15Pm	A 11.42Pm	A 12.30Am					A 9.00Pm	A 9.25Pm	A 3.10Am	RDNXWC KOYIB
..... WAHPETON.....	169.96		s 6.11		s 12.20					s 8.53			PXD
C. M. ST. P. & P. RY. CROSS.	169.76												I
..... WAHPETON JCT.....	169.11	448 2.54	6.08	11.35	12.15					L 8.51Pm	L 9.15Pm	L 2.57Am	PJXI
C. M. ST. P. & P. RY. CROSS.	165.55												I
..... LURGAN.....	168.70	2.48	6.02	11.29	12.07Am								P
..... BRUSHVALE.....	161.75				f 11.51								
..... KENT.....	155.73	2.40	5.52	11.19	f 11.43								DP
..... WOLVERTON.....	147.71	2.30	5.39	11.07	f 11.30								DP
..... COMSTOCK.....	140.88	2.22	5.29	10.57	f 11.20								DP
..... RUSTAD.....	135.73	2.16	5.22	10.50	f 11.14								DP
..... FINKLE.....	130.20	2.10	5.15	10.43	11.05								P
..... MOORHEAD JCT.....	126.16	L 2.05Am	L 5.07Pm	L 10.37Pm	L 10.57Pm								IRDNP YXJ
TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.													
..... FARGO JCT.....	123.25	A 1.52Am		A 10.00Pm		A 3.30Pm	A 6.50Pm	A 7.20Pm					DRFC WYXB
..... PINKHAM.....	118.04	1.46		9.52		s 2.56	f 6.30	f 7.10					P
..... PROSPER.....	111.87	1.39		9.44		s 2.32	f 6.15	s 6.59					DP
..... NEWMAN.....	107.63					s 2.15		f 6.50					
..... VANCE.....	101.40	1.27		9.29		s 2.00	L 5.50Pm	s 6.40					YFJ
..... MASON.....	95.33	1.16		9.20		s 1.45		f 6.26					WP
..... KRİK JCT.....	92.35	1.12		9.15		L 1.35Pm		6.20					PJ
..... NOLAN.....	88.54	1.03		9.02			As 4.20Pm	L 6.00Pm		A 6.22Pm	A 12.05Am		IDNWJ
..... WALDEN.....	78.85	12.57		8.54			s 4.05			6.09	11.52		P
..... PILLSBURY.....	71.49	12.52		8.47			s 3.51			5.59	11.42		DP
..... LUVERNE.....	64.10	12.45		8.38			s 3.30			5.45	11.31		DP
..... KARNAK.....	57.74	12.37		8.28			s 3.10			5.18	11.20		DP
N. P. RY. CROSSING		401 12.32		s 8.20			s 2.55			4.58	11.01		IDNPW
..... HANNAFORD.....	51.35						s 2.30			4.40	10.47		P
..... REVERE.....	48.93	12.26		8.05			s 2.20			4.27	10.39		DP
..... SUTTON.....	37.95	12.21		7.57									
..... GLENFIELD.....	30.98	12.15		7.49			s 2.00			4.13	10.28		DP
..... JUANITA.....	24.42	12.09		7.42			s 1.40			4.02	10.17		DP
..... GRACE CITY.....	17.98	12.03Am		7.35			s 1.25			3.51	10.06		DP
..... BRANTFORD.....	11.59	11.57		7.27			s 1.10			3.40	9.55		DP
..... DUNDAS.....	5.84	11.53		7.20			f 12.55			3.30	9.45		P
N. P. RY. CROSSING													
..... NEW ROCKFORD.....		L 11.48Pm		L 7.13Pm			L 12.40Pm			L 3.15Pm	L 9.30Pm		RDNPB IWXO
Time Over Subdivision		3.12	1.08	4.29	1.33	1.55	4.40	1.20	.09	3.16	2.48		
Average Speed Per Hour		53.4	39.5	38.1	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.

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. 59		Telegraph Code
	Sidings	Other Tracks	403	449	401	199	3	27	9	1		Effective August 3, 1947	STATIONS	
			Daily	Daily	Daily		Daily	Daily	Daily	Daily				
FS124	Yard	999	L 8.01Pm	L 12.53Pm	L 2.25Am	L 1.00Pm	L 5.09Pm	L 3.02Am					NEW ROCKFORD	KO
FS181	79	28	8.14	1.07	2.38	f 1.15	5.18	3.09			6.80		MUNSTER	
FS187	141	88	8.25	1.18	2.50	s 1.32	5.24	3.14			12.49		BREMEN	BN
FS148	88	81	8.35	1.28	3.19	s 1.48	5.30	3.19			18.60		HANBERG	MA
FS149	141	81	8.45	1.38	3.35	s 2.05	5.37	3.24			26.01		HEIMDAL	HD
FS155	141	88	8.55	1.48	3.50	s 2.25	5.43	3.29			31.11		WELLSBURG	WX
FS162	141	88	9.05	1.58	4.01	s 2.45	5.49	3.34			37.48		SELZ	Z
FS169		88	9.20	2.13	4.15	s 3.05	5.56	3.42			44.46		CLIFTON	
FS177	W 108 E 88	84	9.35	2.28	4.30	s 3.35	6.05	3.51			52.74		AYLMER	MB
FS183		88	9.45	2.38	4.40	f 3.45	6.11	3.56			58.62		M. St. P. & S. M. Ry. Crossing NORFOLK	
FS187	153	84	9.51	2.44	4.46	s 3.55	6.15	3.59			62.49		GUTHRIE	
FS193		41	10.01	2.54	4.56	s 4.05	6.21	4.04			68.45		RANGELEY	
FS200	84	88	10.42	3.05	5.06	s 4.22	6.28	4.10			75.81		KARLSRUHE	KA
FS205	141	88	10.55	3.15	5.16	s 4.45	6.34	4.15			81.17		VERENDRYE	RY
FS212	79	88	11.05	3.25	5.26	s 5.05	6.41	4.21			87.59		SIMCOE	MO
FS218	87	88	11.15	3.35	5.36	f 5.25	6.46	4.27			94.00		GENOA	
819			11.30	3.50	5.50	s 5.50	L 10.30Pm	6.54	L 3.23Pm		101.68		SURREY (M. D. Jot.)	SR
828		818	11.37	3.59	5.59	6.02	10.36	6.59	3.29		105.97		C. K. SWITCH	
826	Yard	2180	A 11.50Pm	A 4.10Pm	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	8.17 33.1	8.45 29.0	8.30 19.7	8.18 33.9	1.56 56.3	.12 38.3	1.48 60.4				

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.

Time Over Subdivision  
Average Speed Per Hour

**SECOND SUBDIVISION**

**EASTWARD 5**

**Time Table No. 59**

Effective August 3, 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			Daily	Daily	
NEW ROCKFORD 6.30	108.81			A 7.10 <sup>pm</sup>	A 11.48 <sup>pm</sup>	A 11.05 <sup>am</sup>			A 2.55 <sup>pm</sup>	A 9.10 <sup>pm</sup>	IBDNFB KWKO
MUNSTER 5.59	102.01			7.02	11.41	10.45			2.40	8.55	F
BREMEN 5.11	96.32			6.56	11.36	10.32			2.30	8.45	DP
HAMBERG 6.41	90.21			6.49	11.31	10.14			2.18	8.35	DP
HEM DAL 5.88	83.80			6.42	11.26	9.56			2.05	8.25	DPW
WELLSBURG 6.10	77.70			6.35	11.21	9.38			1.48	8.15	DP
SELZ 7.03	71.33			6.27	11.16	9.20			1.28	8.05	DP
CLIFTON 5.28	64.33			6.18	11.09	9.01			1.12	7.51	F
AYLMER 5.88	56.07			6.05	11.01	8.45			12.50	7.35	DNPW
M. St. P. & S. M. Ry. Crossing NORFOLK	50.10			5.49	10.56	8.13			12.30	7.20	I P
GUTHRIE 5.06	46.32			5.44	10.53	8.05			12.23	7.14	DP
RANGELEY 6.36	40.36			5.34	10.48	7.48			12.11 <sup>pm</sup>	7.02	P
KARLSRUHE 5.55	33.50			5.25	10.42	7.37			11.59	6.50	DP
VERENDRYE 6.42	27.64			5.15	10.37	7.20			11.48	6.34	DPW
SIMCOE 6.41	21.22			5.05	10.31	7.03			11.37	6.17	DP
GRNOA 7.38	14.81			4.56	10.26	6.47			11.25	6.04	P
SURREY (M. D. Job.) 4.39	7.23	A 9.55 <sup>am</sup>	A 1.45 <sup>pm</sup>	4.45	10.20	6.35			11.10	5.50	RDNPI
C. K. SWITCH 2.84	2.84	L 9.45 <sup>am</sup>	L 1.30 <sup>pm</sup>	4.36	10.15	6.20			10.50	5.30	FXI IBDNPW CKOXY
MINOT		L 9.45 <sup>am</sup>	L 1.30 <sup>pm</sup>	L 4.30 <sup>pm</sup>	L 10.10 <sup>pm</sup>	L 6.15 <sup>am</sup>			L 10.40 <sup>am</sup>	L 5.20 <sup>pm</sup>	
Time Over Subdivision		.10	.15	2.40	1.38	4.50			4.15	3.50	
Average Speed Per Hour		43.3	28.9	42.0	66.8	22.5			25.6	23.8	

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			Distance from Miles	Time Table No. 59		Telegraph Calls
	Sidings	Other Tracks	417	449	401	403	9	219	(178) 179	3	27	1		STATIONS	Effective August 3, 1947	
			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		.....	.....	AD
			7.40	10.40	8.55	2.15	4.21	3.55		11.01	7.24	5.01	4.31	.....	.....	
			7.42	10.42	8.57	2.17	4.22	3.56		11.02	7.25	5.02	4.04	.....	.....	
538		14	7.52	11.01	9.12	2.30	f 4.29	4.05		11.08	7.31	5.08	9.24	.....	.....	
538		80	8.05	11.15	9.27	2.40	s 4.37	s 4.13		11.15	7.37	5.14	13.47	.....	.....	
544		27	8.15	11.30	9.40	2.50	s 4.45	s 4.20		11.21	7.43	5.19	17.50	.....	.....	
549	E99 W141	179	8.25	11.42	9.53	3.01	s 5.01	s 4.30		11.27	7.48	5.23	22.28	.....	.....	
								A 4.35Pm					22.50	.....	.....	
552	74		8.35	11.55	10.05	3.10	f 5.09			11.33	7.54	5.28	27.01	.....	.....	
558	160	18	8.44	12.08Pm	10.18	3.20	s 5.17			11.40	8.01	5.34	32.08	.....	.....	
565	145	16	9.16	12.25	10.30	3.33	s 5.28			11.48	8.08	5.41	38.87	.....	.....	
572	140	22	9.35	12.40	10.43	3.45	s 5.40			11.57	8.15	5.49	45.86	.....	.....	
									L 6.45Am				52.29	.....	.....	
580	E130 W260	118	9.50	1.01	11.05	4.10	s 6.01		A 6.55Am	s 12.10Am	8.23	5.58	53.70	.....	.....	
587		24	10.05	1.15	11.20	4.25	s 6.15			12.22	8.31	6.06	61.08	.....	.....	
592	90	10	10.13	1.25	11.33	4.35	f 6.24			12.29	8.45	6.11	65.59	.....	.....	
599	E104 W104	25	10.25	1.40	11.48	4.50	s 6.39			12.40	8.56	6.20	73.11	.....	.....	
609	109	22	10.40	2.02	12.03Pm	5.05	s 6.55			12.51	9.05	6.29	80.97	.....	.....	
614	80	17	10.50	2.15	12.15	5.15	s 7.07			12.59	9.12	6.35	86.50	.....	.....	
617	E112 W69	32	11.01	2.28	12.27	5.27	s 7.22			1:08	9:20	6.42	92.74	.....	.....	
625	96	28	11.12	2.45	12.39	5.38	s 7.34			1.16	9:28	6.49	98.07	.....	.....	
631		22	11.21	2.53	12.49	5.48	s 7.46			1.24	9:35	6.56	103.24	.....	.....	
638	82	17	11.30	3.02	12.59	5.58	s 7.59			1.32	9:43	7.03	109.06	.....	.....	
641			11.39	3.11	1.09	6.07	f 8.12			1.40	9:50	7.10	114.64	.....	.....	
647	Yard	1693	A 11.55Pm	A 3.25Pm	A 1.25Pm	A 6.20Am	A 8.30Pm			A 1.50Am	A 10.00Pm	A 7.20Am	120.22	.....	.....	
			4.30	5.00	4.45	4.19	4.20	.50	.10	3.00	2.45	2.25		.....	.....	
			26.7	34.0	25.3	27.8	27.1	27.1	8.4	40.1	43.7	49.7		.....	.....	
														Time Over Subdivision	Average Speed Per Hour	

.....	MINOT.....	} Double Track	AD
.....	M. St. P. & S. S. M. Ry. Crossing		
.....	4.31		
.....	W. L. SWITCH.....		
.....	0.63		
.....	GASSMAN SWITCH.....		
.....	4.80		
.....	RALSTON.....	} Double Track	DE
.....	4.13		
.....	DES LACS.....		
.....	4.12		
.....	LONE TREE.....		
.....	4.74		
.....	BERTHOLD.....		BD
.....	0.26		
.....	CROSSY LINE JCT.....		
.....	4.42		
.....	ROACH.....		
.....	5.04		
.....	TAGUS.....		Q
.....	6.52		
.....	BLAISDELL.....		
.....	6.93		
.....	PALERMO.....		
.....	6.44		
.....	GRENORA LINE JUNCTION.....		
.....	1.41		
.....	STANLEY.....		SY
.....	7.33		
.....	ROSS.....		VR
.....	4.56		
.....	MANITOU.....		
.....	7.52		
.....	WHITE EARTH.....		WH
.....	7.86		
.....	TIOGA.....		G
.....	5.53		
.....	TEMPLE.....		
.....	6.24		
.....	RAY.....		RA
.....	5.25		
.....	WHEELOCK.....	} DOUBLE TRACK	W
.....	5.17		
.....	EPPING.....		PG
.....	5.82		
.....	SPRING BROOK.....		
.....	5.58		
.....	AVOCA.....		
.....	5.63		
.....	WILLISTON.....		WN

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. 59

Effective August 3, 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. M. Ry. Crossing	120.82	A 9.35Am	A 4.00Pm	A 10.05Pm	A 9.05Am	A 12.01Pm		A 9.20Am	A 7.20Pm	IRDNFWY CKOXB	
W. L. SWITCH	116.01	9.27	3.51	9.57	8.52	11.37		9.07	7.05	IP	
GASSMAN SWITCH	116.88	9.26	3.50	9.56	8.50	11.35		9.05	7.03	IP	
RALSTON	111.08	9.20	3.43	9.51	8.44	11.28		8.57	6.55	P	
DES LACS	108.85	9.14	3.37	9.46	s 8.37	s 11.15		8.49	6.45	RDPW	
LONE TREE	102.73	9.08	3.31	9.41	s 8.30	s 11.00		8.41	6.35	P	
BERTHOLD	97.99	9.02	3.25	9.36	s 8.23	s 10.50		8.33	6.25	IDNFB X	
CROSBY-LINE JCT.	97.73				L 8.21Am					JPX	
ROACH	93.31	8.56	3.19	9.31		f 10.28		8.24	6.15	P	
TAGUS	88.27	8.50	3.12	9.25		s 10.18		8.15	6.05	DP	
BLAISDELL	81.45	8.43	3.04	9.16		s 10.00		8.03	5.55	DP	
PALERMO	74.47	8.35	2.55	9.06		s 9.40		7.50	5.40	DPW	
GRENORA LINE JUNCTION	68.03					A 7.35Pm				PJ DNFI WYXB	
STANLEY	66.62	s 8.25	s 2.45	8.58		L 7.30Pm		7.35	5.25	IDP	
ROSS	59.29	8.14	2.30	8.50		s 8.40		7.20	5.03	P	
MANITOU	54.73	8.09	2.23	8.45		f 8.24		7.13	4.50	DPW	
WHITE EARTH	47.21	7.59	2.12	8.36		s 8.09		6.53	4.20	DP	
TIOGA	39.35	7.51	2.02	8.28		s 7.51		6.29	4.05	DP	
TEMPLE	33.82	7.45	1.54	8.22		s 7.37		6.05	3.55	P	
RAY	27.58	7.38	1.45	8.15		s 7.22		5.53	3.40	DPW	
WHELOCK	22.25	7.32	1.36	8.09		s 7.02		5.44	3.30	RDNFI	
EPPING	17.08	7.24	1.27	8.02		s 6.45		5.26	3.10	DP	
SPRING BROOK	11.26	7.15	1.18	7.55		s 6.32		5.08	2.50	FW	
AVOCA	5.68	7.08	1.09	7.48		f 6.15		4.50	2.30	P	
WILLISTON		L 7.00Am	L 1.00Pm	L 7.40Pm		L 6.00Am		L 4.30Am	L 2.15Pm	RDNFWY CKOXB	
Time Over Subdivision		2.85	3.00	2.25	.44	8.01	.05	4.50	5.05		
Average Speed Per Hour		46.5	40.1	49.7	30.8	20.0	16.8	24.8	23.6		

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. 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. 59 Effective August 3, 1947	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS		
	Stkings	Other Tracks	401	403	449	(200) 175	199	197						(199) 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	Daily
R 8	109	32	L 8.25 <sup>195</sup> Pm	L 2.25Pm	L 6.50Am			L 4.51Am	8.00	WAH PETON JCT.	78.84	JIX			A 8.51 <sup>401</sup> Pm	A 2.57Am	A 9.15Pm		
R 14	70	22	8.40 <sup>402</sup>	2.38	7.03			s 5.06	12.61	DWIGHT	72.91	DP			s 8.40	2.30	9.03 <sup>401</sup>		
R 18		18	8.52	2.50	7.15			s 5.20	16.00	GALCHUTT	65.90	DP			s 8.26	2.16	8.52 <sup>401</sup>		
R 21	109	39	9.05	3.02	7.27			s 5.34	19.20	PITCAIRN	62.21	P			f 8.20				
R 28	70	34	9.16	3.13	7.38			s 5.47	25.39	COLFAX	59.01	DP			s 8.14	2.02	8.34		
R 36	109	71	9.29	3.26	7.51			s 6.05	33.33	WALCOTT	52.33	DP			s 8.02	1.50	8.21		
R 41	70	32	9.39	3.35	8.01			s 6.17	38.33	KINDRED	44.38	DPW			s 7.48	1.38	8.07		
R 44		32						s 6.25	38.30	DAVENPORT	39.91	IDP			s 7.38	1.25	7.55		
									42.25	N. P. Ry. Crossing					s 7.30				
									42.60	ADDISON	35.96	P							
R 48	109	37	9.53	3.49	8.15			s 6.36	46.07	CHAFFEE LINE JCT.	35.61	PJ							
R 58		17						f 6.43	50.98	DURBIN	31.14	DP			s 7.22	1.10	7.37		
									53.74	EVEREST	27.26	IDN			f 7.15				
R 68	134	236	10.08	4.01	8.28	L 200 5.30Pm	L 176 8.10Am	s 6.55	53.98	CASSELTON TOWER	24.47	PWX			A 199 8.07Am	A 175 5.20Pm	s 7.10	12.55	7.20
			A 10.10Pm	A 4.03Pm	A 8.30Am	A 5.31Pm	8.11	A 6.56Am	54.29	CASSELTON	24.25	KP							
T 1	69	19						s 8.35	64.68	CHAFFEE LINE JCT.	29.92	XYJP	L 8.05Am	5.15	L 7.05Pm	12.50	7.15		
T 7	107	26						s 8.52	70.71	ABSARAKA	18.53	DP			s 4.55		12.31	6.48	
PS 41	128							A 9.10Am	78.21	AYR	7.50	DP			s 4.40		12.20	6.37	
										NOLAN		RID NWJ			L 4.20Pm		L 2.05Am	L 6.22Pm	
			1.45 81.5	1.38 83.4	1.40 82.7	.01 19.8	1.00 24.3	2.05 26.5		Time Over Subdivision					.03 9.9	1.00 24.2	1.46 31.1	2.52 29.3	3.53 27.3
										Average Speed Per Hour									

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 Berthoud	Time Table No. 59 Effective August 3, 1947	STATIONS	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		CROSBY LINE JCT.		88.77	PJCX	A	8.21Am	A 12.40Pm
VB 7	21		8.55	s 4.50	6.97	HARTLAND	HN	81.80	D	s	8.08	12.10Pm
VB13	80	80	9.20	s 5.05	18.27	AURELIA	AU	75.50	D	s	7.53	11.45
VB21	85		9.45	s 5.20	20.54	COULEE	C	68.28	D	s	7.38	11.20
VB28	85		10.10	s 5.35	27.56	KENASTON	K	61.21	D	s	7.23	10.55
VB34	86	80	10.50	s 5.50	34.18	NIJBE	NB	54.50	RDY	s	7.08	10.30
VB41	82	29	11.15	s 6.05	40.90	NORTHGATE LINE JCT.		54.81	J			
VB48	82		11.40	s 6.20	47.57	COTEAU	CA	47.87	D	s	6.52	10.01
VB55	82	80	12.25Pm	s 6.40	55.10	WOBURN	WB	41.20	D	s	6.38	9.35
VB68	82		12.55	f 6.55	63.13	LIGNITE	NG	33.07	DW	s	6.22	9.10
VB66	16		1.30	s 7.03	65.17	STAMPEDE		25.64		s	6.09	8.40
VB69	22		1.45	s 7.15	68.63	KINCAID	KC	23.60	DYX	s	6.04	8.30
VB73	16				71.33	LARSON	LN	20.14	D	s	5.58	7.55
VB76	82		2.30	s 7.35	75.55	STRANGE SIDING						
VB81	82		2.55	f 7.45	81.21	NOONAN	NX	18.22	DYX	s	5.44	7.30
VB84	10		3.10	f 7.51	84.47	PAULSON		7.56		f	5.32	6.55
VB89	98		A 3.30Pm	A 8.00Pm	88.77	JUNO		4.80		f	5.27	6.40
			7.00	8.25		CROSBY	CY		BRDCYX	L	5.20Am	L 6.20Am
			12.7	25.9		Time Over Subdivision Average Speed Per Hour					8.01	6.20
											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. 59 Effective August 3, 1947	STATIONS	Telegraph Calls	Distance from Boundary Line	SIGNS
	Siding	Other Tracks						
						21.46	YJ	
VE 8	20		6.86		N. St. P. & S. M. Ry. Crossing	14.60	I	
VE15	24		8.01		BOWBELLS	18.45	D	
VE21	104		14.77		PERELLA	6.69		
			21.01		NORTHGATE	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 Casselton	Time Table No. 59		Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
401	403	449		Sidings	Other Tracks	(200) 175	197		Effective August 3, 1947					(189) 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 6.56Am		..... CASSELTON JCT. ....			8.74	PXYJ	A 8.05Am	A 7.05Pm	
			R89	29			2.91	..... <sup>2.91</sup> HOWES .....			5.83				
10.31	4.24	8.51	R83	46	s 5.43	s 7.10	6.62	..... <sup>3.71</sup> AMENIA .....	MY	2.12		DP	s 7.52	s 6.48	
A 10.39Pm	A 4.32Pm	A 8.59Am	F828	69	A 5.50Pm	A 7.20Am	8.74	..... <sup>2.12</sup> VANCE .....				RPYJ	L 7.45Am	L 6.40Pm	
.39 18.0	.29 18.0	.29 18.0			.19 29.6	.24 21.8		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. 59		Telegraph Calls	Distance from Greens	SIGNS	SECOND CLASS				
	Sidings	Other Tracks		177		Effective August 3, 1947					178				
			Daily Ex. Sunday		STATIONS						Daily Ex. Mon.				
					L 7.35Pm		..... GRENORA LINE JCT. ....		86.58	PJ	A 6.45Am				
VD 8	22			f 7.55	6.41		..... <sup>6.41</sup> WASSAIC .....		80.17		f 6.25				
VD18	34			s 8.10	11.75		..... <sup>5.34</sup> LOSTWOOD .....	WD	74.39	DP	s 6.10				
VD20	25			s 8.30	18.05		..... <sup>6.30</sup> LUNDS VALLEY .....	VA	68.88	DP	s 5.50				
VD26	44			s 8.55	24.61		..... <sup>8.56</sup> POWER'S LAKE .....	PW	61.97	DP	s 5.30				
VD33	25			s 9.15	31.69		..... <sup>7.08</sup> BATTLEVIEW .....	BV	54.89	DP	s 4.45				
VD40	34			s 9.35	38.07		..... <sup>6.33</sup> MCGREGOR .....	GO	48.51	DP	s 4.20				
VD46	35			s 9.55	44.38		..... <sup>6.31</sup> HAMLET .....	HA	42.20	DP	s 3.55				
VD52	42	39		s 10.30	50.37		..... <sup>5.99</sup> WILDROSE .....	WR	36.21	DP	s 3.30				
VD59	25			s 10.50	57.35		..... <sup>6.33</sup> CORINTH .....	CN	29.33	DP	s 2.55				
VD66	35			s 11.10	64.34		..... <sup>7.05</sup> ALAMO .....	AG	22.24	DP	s 2.35				
VD71	27			s 11.30	69.34		..... <sup>5.50</sup> APPAM .....	AK	16.74	DPW	s 2.15				
VD76	35			s 11.45	74.62		..... <sup>4.78</sup> ZAHN .....	ZA	11.96	DP	s 1.55				
VD82	35			s 12.05Am	80.26		..... <sup>5.94</sup> HANKS .....	EK	6.32	DP	s 1.35				
VD88	105			A 12.30Am	86.58		..... <sup>6.32</sup> GRENORA .....	GR		RDP CYXB	L 1.15Am				
				4.55 17.6			Time Over Subdivision Average Speed Per Hour				5.30 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. 59		Telegraph Calls	Distance from Chaffee	SIGNS							
	Sidings	Other Tracks		Effective August 3, 1947											
			STATIONS												
R45	22		7.0	..... CHAFFEE LINE JCT. ....		11.5	PJ								
R46	30		11.5	..... <sup>7.0</sup> LYNCHBURG .....		4.5									
				..... <sup>4.5</sup> 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	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